

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 42, Report No. 52, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2013, as follows:

By approving the following:

That the recommendation contained in the report of the Commissioner of Planning, dated November 26, 2013, be approved; and

That Communication C11 from the Commissioner of Planning, dated December 5, 2013, be received.

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**PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN
COMPREHENSIVE ZONING BY-LAW 1-88
CITY OF VAUGHAN CITY-WIDE PARKING STANDARDS REVIEW
PHASE 1: PARKING STANDARDS FOR THE VAUGHAN METROPOLITAN CENTRE
FILE 15.101**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the Council meeting of December 10, 2013 and that staff provide a communication comparing the bicycle parking requirements of neighbouring municipalities; and**
- 2) That Communication C16, from Ms. Lezlie Phillips, Liberty Development, Steelcase Road West, Markham, dated November 25, 2013, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the draft amendment to By-law 1-88, for the purpose of revising parking standards and related definitions for application in the Vaughan Metropolitan Centre and providing revisions to Section 2 Definitions of By-law 1-88, forming Attachment #2 to this report, BE APPROVED; and,
2. THAT the draft By-law be brought forward for enactment subject to final staff review.

Contribution to Sustainability

The revised parking standards are supportive of the objectives of Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan and will be a key land use management tool, which will promote more sustainable forms of development including:

- supporting more efficient forms of development in terms of parking supply, demand and the management of the resulting land requirements;
- supporting the envisioned urban structure, public transit investments and Transit Oriented Development (TOD) policies;
- encouraging transportation alternatives to the automobile and single-occupant vehicle (SOV) use;
- mitigating the environmental impacts of parking facilities such as stormwater runoff and the contribution to the urban heat island effect;
- creating a more attractive and green parking environment through landscaping; and,
- minimizing parking spill-over into sensitive areas.

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Economic Impact

There are no economic implications resulting from the receipt of this report. Should direction be received to proceed with the amendment to the By-law, it will proceed as a City-initiated process.

Communications Plan

Notification Process

The Notice of the February 26, 2013 Public Meeting was circulated on February 1, 2013 to property owners within 150m of the boundary of the Vaughan Metropolitan Centre (VMC) as well as to property owners within the VMC. As the proposed by-law amendment is Phase 1 of the implementation of the City-wide Review of Parking Standards, newspaper advertisements were also published in the Thursday, February 7, 2013 editions of the Vaughan Liberal and Citizen newspapers. In addition, the notification was also advertised on the "City Page Online", which was posted on the City of Vaughan's website as well as being provided through available forms of social media and sent to interested parties requesting notification by mail.

Staff received one communication letter respecting the Public Hearing report dated February 26, 2013. The following items were noted in the landowner's letter:

- Agreement with the direction the City is moving towards in terms of revising the parking standards to reflect the alternative modes of transportation that will be available in the VMC.
- A shared parking formula also needs to be implemented in the new standards for mixed use developments.

The letter also expressed concerns respecting the standards for bicycle parking.

- The numbers the City is proposing are on the high side.
- Ratio put forward need to be scrutinized further.

A letter dated March 8, 2013 from another landowner in the VMC was submitted requesting an opportunity to review the draft by-law prior to consideration by Council. The draft by-law has been attached to this report (see Attachment #2) and is available for review along with the report prior to the September 24, 2013 meeting when it will be on the agenda for consideration.

Notice of this Committee of the Whole meeting was sent by e-mail to all landowners in the VMC participating in the VMC Sub-committee process including the two landowners who specifically requested further notification.

Consultation Process and Timeline

In 2007 the IBI Group was retained to conduct the City of Vaughan City-wide Parking Standards Review. The purpose of the review was to update the City's parking standards to reflect current practices and the city's continuing urbanization. The IBI Group conducted an extensive consultation process which included workshops with City and Regional staff from the following departments: Policy Planning, Development Planning, Enforcement Services, Economic Development, Office of the City Manager, Building Standards, Development/Transportation Engineering, Public Works, York Region Planning and Development Services, Town of Markham Planning, and Viva Transit held on the following dates:

- i. February 27, 2008 – Presentation to review existing standards, best practices and preliminary survey parking results.

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- ii. June 27, 2008 – workshop to discuss the study findings and draft recommendations and opportunity for feedback.
- iii. October 2, 2008 – Workshop to review report highlights and discuss comments and concerns resulting from the circulation of the study.
- iv. January 6, 2009 – Workshop to continue discussion from the October session and give participants an opportunity to provide detailed feedback following the circulation of the final draft report.
- v. In addition to these workshops, the consultant IBI Group conducted interviews with various stakeholders including the Kleinburg Ratepayers Association, Maple Ratepayers Association, and Vaughan Chamber of Commerce.
- vi. March 23, 2009 – Council meeting ratified recommendation made at the March 9, 2009 Committee of the Whole (Working Session) respecting item #1, report #15 City of Vaughan Parking Standards Review Report. The Committee of the Whole (Working Session) recommended that Policy Planning Staff and the IBI Group proceed to complete the report based on Council's comments.
- vii. July 13, 2010 – Council meeting ratified the recommendations made at the June 28, 2010 Committee of the Whole (Working Session) respecting item 32, report #35 City of Vaughan Parking Standards Review. Recommendations contained in the report included: Staff prepare an amendment to Zoning By-law 1-88 based on the IBI report and that a Working Group be established to address the issues of on-street parking and the management and enforcement of public parking, the development of a parking strategy and parking management business plan.
- viii. June 15, 2012 – Internal meeting with Planning Commission staff to discuss the need for updated parking standards in the VMC due to development pressure that was emerging in advance of the VMC Secondary Plan and the preparation of a comprehensive by-law.
- ix. July to August 2012 – Building on the work completed as part of the City of Vaughan Parking Standards Review, staff met on a weekly basis to develop a site-specific by-law for the VMC.
- x. November 22, 2012 – A status report and presentation of the work to date was presented to the Vaughan Metropolitan Centre Sub-Committee of Council.
- xi. The consultation process for the VMC Parking Standards by-law has included meetings with the following departments; Building Standards, Development Planning, Legal Services, and the Transportation Planning Division of Development/Transportation Engineering.
- xii. November 2012 – Revisions to the draft by-law were made based on comments received through an internal circulation process and from the Vaughan Metropolitan Centre Sub-Committee Meeting.
- xiii. February 2013 – The statutory hearing was held on February 26, 2013. The report addressed amendments to the By-law 1-88 parking standards for the VMC, based on the City-wide Parking Standards review revising and creating new definitions, addressing bicycle parking standards and the role of Cash-in-lieu of parking.
- xiv. March and April 2013 – City staff met on a monthly basis to make further revisions to the draft by-law based on discussions resulting from the public hearing process.

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- xv. May to July 2013 – City staff met to discuss departmental comments on the revised by-law and began the testing phase. The draft by-law was used to review development applications proposed for the VMC. In instances where site-specific provisions such as an Ontario Municipal Board order or site-specific exceptions existed, these were disregarded and a complete review was conducted based on the existing zoning provisions and the draft parking by-law. The site-specific provisions were disregarded as they provided exception to the current parking standards, had they been included in the review they would have superseded the draft parking by-law standards and the exercise would not have included a review of the draft by-law.

Purpose

The purpose of this Committee of the Whole report is to recommend the enactment of an implementing amendment to By-law 1-88 to provide site-specific parking standards for the VMC with appropriate revisions to the definitions.

Background - Analysis and Options

The Parking Standards Review

In 2007 the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of By-law 1-88. The study's findings were outlined in a report dated March 2010, entitled *Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law*.

The IBI Report and Parking Design Guidelines developed by City Staff were presented to Council at the June 28, 2010 Committee of the Whole (Working Session). The June 28, 2010 report recommended that both the IBI Report and the Design Guidelines be received and that an amendment to Zoning By-law 1-88, based on the findings of the IBI Report, be brought forward to a future Committee of the Whole (Public Hearing) meeting. The report further recommended that a Working Group be established to address the issues of on-street parking, priced parking and the management and enforcement of public parking. On July 13, 2010, Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission. This initiative is currently underway.

The IBI Report included a discussion of the various approaches to developing parking requirements, the structure and development of the newly proposed standards and the proposed parking standards for specified uses. The report also addressed other parking requirements such as bicycle parking, shared parking, off-site parking, public parking, parking design, consideration for commuter parking and accessible parking. The report also included sections on cash-in-lieu of parking, other funding sources and parking management strategies. However, it was determined that a cash-in-lieu of parking policy should be addressed on a city-wide basis. The issue of cash-in-lieu of parking was discussed by the working group as one potential initiative within a transportation management strategy.

Recognizing the current situation in the VMC, a draft by-law has been prepared employing the findings of the study specifically for the VMC. The draft by-law addresses a number of issues, including the reduction of required parking standards; definitions for the uses permitted in the VMC through the Secondary Plan; parking based on proximity to transit services and, parking adjustment factors (i.e. shared parking) for mixed use buildings, recognizing the different peak use characteristics of different uses. Consideration was also given to the issue of cash-in-lieu of parking as the VMC is an ideal location to implement policies respecting cash in lieu of parking.

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Basis for Proceeding with Site Specific By-law in Advance of the City-Wide Comprehensive By-law

The City-wide Parking Standards Review provides a set of parking standards that are specifically applicable to areas that are well served by higher order transit and where transit oriented development and a walkable public realm is planned for. The City of Vaughan's Transportation Master Plan entitled *A New Path*, July 2013, fully supports the proposed parking standards, recommended in the IBI 2010 draft report. The implementation of these standards in the VMC would be timely and would support the intent of the VMC Plan, which provides in Policy 4.6.5 that "Transit supportive parking standards shall be adopted by the City to facilitate the development of the VMC." In addition, the adoption of these standards would minimize the need for by-law amendments or minor variances that have become the norm and may delay priority projects.

One of the issues discussed during the course of the study was the timing of the implementation of the new parking standards and the implications for the amending by-law. The anticipated timeline for the delivery of the new Zoning By-law to implement the Vaughan Official Plan 2010 and replace By-law 1-88 is three to four years, taking its approval out to 2015-2016. As there is a level of urgency attached to implementing the new parking standards, particularly in the VMC, it was determined that portions of the revised parking standards should proceed in advance of the new by-law. Staff is taking a phased approach to implementing the findings of the IBI Study with the VMC being the first formal phase of implementation. It should be noted that staff has been applying the reduced parking standards on a site-specific application basis for the last few years.

With the extension of the Spadina Subway to the Vaughan Metropolitan Centre expected to be in service by 2016, the VMC's potential for high-density, mixed-use development is now being realized through a number of active development applications. This is in advance of the approval of the VMC Secondary Plan which is under appeal at the Ontario Municipal Board. On December 11, 2012 Council approved a number of modifications to the VMC Plan 2010, which were forwarded to the Ontario Municipal Board and the Region of York. The modified VMC Secondary Plan was endorsed by Regional Council on June 27, 2013.

Given the proposed densities and considering the land uses and pedestrian friendly urban form envisioned by the VMC plan, the City of Vaughan's current parking standards contained in By-law 1-88, are out of date and need to be revised in order to fulfill the vision for the City's downtown.

As a result of the development pressures in the VMC, it has become apparent that new parking standards are required immediately. Along with intensification and mixed use development, a defining feature of the VMC is its future access to planned public transit investments like the subway extension and the VIVA Rapidway BRT service along Highway 7. As higher-order transit will be a reality in the near future, implementing a more nuanced approach to parking that recognizes the availability of the alternative modes of transportation will be important. In addition, the presentation and report by Live Work Learn Play to the VMC Sub-Committee of Council referenced the need for reduced parking standards to help encourage office development in this location.

This exercise will also serve as a pilot study where findings may ultimately be applied in other areas either planned for or receiving higher order transit such as the Yonge Steeles Secondary and the Steeles West Secondary Plan areas. It will also serve to inform the preparation of the City's new comprehensive Zoning By-law, which is in the early stages of preparation.

Area Subject to the VMC Site Specific Parking Standards By-law

The proposed parking standards will apply to the VMC as defined in the Vaughan Official Plan 2010 as shown on Attachment #1. It is located in Ward 4 bounded by Highway 400 to the west, Highway 407 to the south, Creditstone Road to the east and Portage Parkway to the north.

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Approach to the By-law

City-Wide Definitions

If the existing definitions for uses in Section 2.0 and the standards of By-law 1-88 were replaced by newly enacted simplified use definitions and parking standards, as recommended by the Parking Review, all of the existing uses would become legal non-conforming. The terms used in the Permitted Uses Sections of By-law 1-88 would no longer have related definitions, leaving them open to interpretation. Therefore, the IBI Report recommended two sets of definitions be retained until the new comprehensive zoning by-law is finalized. Through the review process and in consultation with the Legal Services Department it was determined that those definitions which could be updated in Section 2.0 “Definitions” of By-law 1-88 should be amended now in order to avoid inconsistencies in the future. The following terms and associated definitions will replace similar terms and definitions currently used in By-law 1-88 and where they apply City-wide including in the Vaughan Metropolitan Centre.

- i. CONVENTION OR CONFERENCE CENTRE – Means a building or part of a building, designed to accommodate gatherings for specific events such as conferences, conventions, meetings, seminars and workshops and may include accessory food preparation facilities and dining areas for the exclusive use of conference or convention participants.
- ii. DAY NURSERY – Means a day nursery as defined in the Day Nurseries Act, as amended.
- iii. HOTEL – Means a building or part of a building used mainly for the purpose of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.
- iv. INDEPENDENT LIVING FACILITY – Means a building or part of a building containing four (4) or more dwelling units with no more than two (2) bedrooms per dwelling unit used for the independent living accommodation of senior citizens.
- v. LONG TERM CARE FACILITY – Means a building or part of a building containing four (4) or more sleeping units, without individual kitchens or cooking facilities, used for the accommodation of persons, who, by reason of their emotional, mental, social, or physical condition, require a 24 hour supervised living arrangement for their well-being, and is regulated by the Province of Ontario or Government of Canada Legislation.
- vi. MIXED USE DEVELOPMENT – Means a building or group of buildings containing a combination of residential, commercial and/or institutional uses that is managed as a cohesive entity, and which may be held in single ownership or by participants in a condominium cooperative providing shared facilities.
- vii. MOTEL – Means a building or group of buildings no more than two storeys in building height used mainly for the purpose of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.
- viii. PERSONAL SERVICE SHOP – Means a building or part of a building in which persons are employed in furnishing services administering to the individual and personal needs of persons, and includes a barber shop, a hair and beauty parlour, a massage services establishment conducted by a registered massage therapist, a shoe repair shop, a tanning salon, a tattoo and piercing parlour, a tailor or seamstress establishment, a Laundromat, a dry cleaning depot, a formal wear shop and other similar services, but shall not include a body rub parlour.

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- ix. SCHOOL, POST-SECONDARY – Means a building or part of a building where post-secondary education is provided under the guidelines of the Ontario Ministry of Education, Colleges and Universities, and may include accessory residential facilities for staff and students.
- x. SCHOOL, PUBLIC OR PRIVATE – Means a building where educational facilities are provided for the instruction of primary and secondary aged children and is operated under the guidelines of the Ontario Ministry of Education and may include an accessory Day Nursery.
- xi. SCHOOL, TECHNICAL OR COMMERCIAL – Means a building or part of a building where instruction or training is provided to students relating to a specific vocation, trade, business or process.

New definitions for Financial Institution and Supportive Living Facility have also been created and be will added to Section 2.0 Definitions.

- i. FINANCIAL INSTITUTION – Means a building or part of a building where services are provided for the depositing, lending, exchange or investment of money, and shall include but not be limited to banks, credit unions, trust companies or other similar banking service establishments.
- ii. SUPPORTIVE LIVING FACILITY – Means a building or part of a building containing four (4) or more sleeping units with or without individual kitchens or cooking facilities, used for the accommodation of persons requiring semi-independent living arrangements, where limited supervision and assistance is provided to ensure the health, safety and well-being of residents.

New Definitions Applicable to the Vaughan Metropolitan Centre (VMC)

In the case of the VMC specific uses have been permitted through the Secondary Plan, some of which are not currently defined in By-law 1-88. New definitions would need to be created, or existing definitions would require revision. In other instances some uses were similar and were combined into one definition under one heading (e.g. the combining of the various forms of eating establishment uses and change in terminology to Restaurant). The opposite also occurred where a current definition combined uses that the IBI Study and the Secondary Plan addressed separately and were assigned different parking rates, in which case, definitions had to be revamped, terms separated and new definitions created. To ensure consistency a separate exercise was undertaken to compare terminology for land uses used in the Vaughan Metropolitan Centre Secondary Plan, By-law 1-88 and the IBI Study. What resulted was the creation of definitions for the following uses for implementation in the VMC only, for which parking standards have been provided.

- i. ART STUDIO – Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods , and instruction.
- ii. BICYCLE PARKING SPACE, LONG TERM – Means a locked separated room within a building or part of a building used for the exclusive parking of non-motorized bicycles.
- iii. BICYCLE PARKING SPACE, SHORT TERM – Means a designated area for the exclusive parking of non-motorized bicycles equipped with a rack/stand designed to lock the frame and/or wheel of a bicycle.

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- iv. BUSINESS SERVICES ESTABLISHMENT – Means a building or part of a building used as a Print Shop, and where business communication services may also be provided, including; faxing, desktop publishing, mailing services and postal box services, document shredding and computer rentals.
- v. COMMERCIAL PARKING LOT – Means a building, part of a building or area of land other than a street or lane, used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principle access to a street.
- vi. TEMPORARY PARKING LOT – Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.
- vii. OFFICE, GENERAL – Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a veterinarian.
- viii. OFFICE, MEDICAL – Means a building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.
- ix. PLACE OF WORSHIP – Means a building used for religious worship and may include accessory facilities such as an assembly hall, auditorium, shrine, and rectory.
- x. RESTAURANT – Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for immediate consumption on or off the premises and may include delivery.
- xi. RESTAURANT, TAKE-OUT – Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.
- xii. RETAIL ESTABLISHMENT – Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.
- xiii. STRATIFIED ARRANGEMENTS – Means an agreement registered on title by two (2) or more participants for the determination of ownership or use of land divided in a vertical manner above and/or below grade.

Intent of the By-law as it Pertains to the Vaughan Metropolitan Centre (VMC)

The intent of the By-law:

- To provide appropriate parking standards for the VMC.
- To make no changes to the uses permitted in any zone categories in the Vaughan Metropolitan Centre Secondary Plan area.
- Ensure that the revised use definitions set out above apply only to the calculation of parking for the VMC. They were created through an evaluation of the Parking Standards Review and the uses permitted in the VMC Secondary Plan.
- That they will initially apply only to the C9 and C10 zones.
- That any future By-law amendment or variances required to implement the VMC Secondary Plan should conform to this Parking Standards By-law.

Reduction in Standards

All uses proposed in the VMC have reduced rates of required parking except for Places of Worship (with reference to non-fixed seating) from what was originally required through By-law 1-88. The IBI Report provides justification for each reduction based on best practices in other

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municipalities and standards used throughout the industry. See Attachment #3 *Summary of Proposed Parking Standards* for the current rates as required through By-law 1-88 and the proposed rates as, determined through the Parking Standards study. By virtue of its access to higher order transit services, the VMC is classified as a “High-Order Transit Hub” and generally has the lowest rates of required parking.

The Use of Minimums and Maximums

The Parking Review recommends the use of parking maximums as shown on Attachment #3, whereas historically, parking rates in the City of Vaughan were based solely on the minimum standards established in the applicable zoning by-law. The Parking Review states:

“By limiting the amount of automobile parking in specific sub-regions or urban contexts, a municipality makes a statement that parking provisions must be balanced with other land use and transportation objectives and that the automobile is not the only mode for travel to that area.”

Furthermore, the Study relates that the inclusion of parking maximums is intended to reduce the amount of space dedicated to parking and facilitate transit and pedestrian supportive developments; provide a strong incentive for transportation demand management; and, curb practices resulting in the oversupply of parking.

Interim Parking for Office Uses

The City has recognized that in order to attract users to the Vaughan Metropolitan Centre, specifically office uses, additional parking (on an interim basis) may be required to meet the immediate needs of prospective users. The draft by-law permits a range between 1.5 parking spaces per 100m² of GFA and 2.5 parking spaces per 100m² of GFA. For some office uses to operate successfully an increase in the maximum number of permitted parking spaces is required for a temporary period until such time as alternative modes of transportation are available. In order to facilitate and encourage the timely development of office uses the City may entertain zoning by-law amendment applications for a temporary increase to the maximum number of parking spaces on a case-by-case basis.

The City may also, through an initial phase of development entertain a temporary use by-law which would permit remote parking at a satellite location within the precinct or quadrant on lands which are slated for a future phase of development. In order for a Zoning By-law Amendment or Committee of Adjustment Minor Variance Application for a temporary parking use to be entertained a parking study/justification for the additional spaces must be submitted and a compliance plan must be included providing for the phase out of the excess parking and how the need will be addressed once the temporary approval has lapsed.

The use of interim control measures is one component of the overall VMC parking strategy which includes on-street parking, paid parking and funding strategies. It should be made clear to all applicants proposing an oversupply of parking measures that this is a temporary measure only to be used on an interim basis.

Strata Title Arrangements

A Strata Title Arrangement is a determination of ownership or use of land divided in a vertical manner above and below grade. These arrangements are made between two or more parties, and in some instances municipalities can be part of a Strata Title Arrangement.

Landowners in the VMC have expressed interest in accommodating underground parking facilities situated beneath future Public Parks and/or municipal road allowances, with the private

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landowners having ownership, or right of use of below grade parking level(s) and the municipality retaining ownership at the surface for the purpose of providing public infrastructure. Such arrangements are subject to strata title agreements between the parties to specify their respective rights and obligations.

By-law 1-88 currently puts restrictions on setbacks for underground parking structures from property lines. When a Stratified Title Arrangement is being considered this section of By-law 1-88 would require an amendment in order to permit parking which may extend beyond the property line beneath publicly owned lands.

Whether these provisions will ultimately be included in the VMC site specific by-law will depend on Council's approval and adoption of protocols to guide the use and implementation of strata title arrangements.

Stratified Title Arrangements carry a certain degree of risk. Staff have undertaken a review of alternative methods for achieving such land use arrangements without entering into a stratified title agreement thereby mitigating some of the inherent risk. The by-law does not grant permission to implement stratified title arrangements. Each case would need to be considered on a site-by-site basis.

It was determined that the City would consider each proposal for stratification on a case-by-case basis and no by-law amendment is required at this time. A definition for Stratified Title Arrangements has been included for reference purposes.

Influence of Rapid Transit and Mixed Use Development on Parking Requirements for the VMC Adjustment Factors and Area Specific Variation

There were different approaches which could have been adopted in the development of parking standards for the VMC and the City of Vaughan in general. It was determined through the IBI Study that a hybrid approach to Adjustment Factors and Area Specific minimum and maximum parking standards would be appropriate. This approach would operate within the framework of defined urban contexts, based on the structural policies of the new Official Plan.

Area Specific

Variation: Areas of the City such as the VMC are defined and grouped (e.g. High Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Areas, Base (Other Areas)), with each group having its' own parking requirements. The VMC has been grouped with the Yonge Street Corridor and the Steeles West Area (between Jane Street to Keele Street) as a High Order Transit Hub. See Attachment #3.

Adjustment Factors: The structure of the parking standards would remain similar, but various mechanisms for reducing the minimum requirements, and/or implementing maximum parking limits, based on site-specific conditions would be introduced. Some of the site-specific adjustment factors influencing parking may include; Transit Accessibility; availability of off-site parking (e.g. on-street or public parking) opportunities for shared parking in relation to a mix of uses with complimentary parking requirements (e.g. theatre and office) etc.

An example of an adjustment factor in the VMC is in relation to the Hotel use. It has a note attached to the required parking rate (see Attachment #3) incorporating a shared parking adjustment factor for accessory uses (e.g. Restaurant, convention or conference centre). This would reduce the overall number of required spaces as patrons of the hotel would, in most, instances also be users of the accessory uses.

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The By-law will also include provisions guiding shared parking for mixed-use developments to take into consideration the countervailing peaking demands of the various uses, thus reducing the total parking requirement.

The shared parking adjustment factor will only be applied when the minimum standards are used as a further reduction. Based on the testing of the proposed developments in the VMC, applying the shared parking formula did not reduce the rate of required parking by more than 10%.

It should also be noted that the shared parking formula is not to be used for residential non-visitor parking spaces as those are allocated and owned by the individual condominium owners.

Bicycle Parking Standards and Storage

The provision of adequate bicycle parking and associated shower and change facilities is a significant factor in promoting bicycle use as an alternative mode of transportation. Currently there are no requirements for bicycle parking in Zoning By-law 1-88. The VMC Secondary Plan also encourages bicycle use as a mode of transportation. Policy 4.5.8 states “All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish minimum requirements for bicycle parking. Major office developments shall be encouraged to include change rooms, showers and lockers for bicycle commuters”. IBI conducted a review of bicycle standards in other jurisdictions across Canada and found that bicycle parking spaces are required in major urban centres such as Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto.

Transport Canada has also produced a report titled *Bicycle End-of-Trip Facilities* dated April 2010 on the topic of bicycle storage and required parking spaces. The information contained in the *Bicycle End-of-Trip Facilities* document was reviewed and based on comments from the Development/Transportation Engineering Department new dimensions for bicycle parking spaces, which differ slightly from those in the IBI Study, are being proposed.

Bicycle parking supply requirements are generally specified in terms of length of stay being either “Long Term” or “Short Term” parking. The two standards are defined as follows.

Long Term: Long term secure parking is provided in a locked separate bicycle room located within a building or automobile parking facility. Lockers, bicycle rooms, bicycle cages are examples of the facilities that are provided.

Short Term: Short term parking is provided in racks or on rings or posts and are located at grade. Bicycle parking should be in a well-lit, convenient, within view of the building inhabitants and, if possible, in a sheltered location.

The Streetscape and Open Space study currently being undertaken will provide more detail with respect to the type and location of Short Term bicycle parking.

Both long and short term requirements are included in the draft by-law as are bicycle parking standards which are expressed in terms of spaces/GFA for institutional, commercial (office and retail) uses or the number of dwelling units for residential uses. A definition for bicycle parking as well as each class and standard dimensions have been provided for in the draft by-law.

The IBI report recommended bicycle parking standards for office, retail, restaurant, medical office, multi-unit residential and school uses. It is however silent on proposing standards for other uses such as employment, institutional uses (other than schools), and park areas. The June 28, 2010 Committee of the Whole (Working Session) report ratified by Council on July 13, 2010, recommended that an employment use category be added to the proposed bicycle parking

CITY OF VAUGHAN

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standard chart (as shown below). As no employment (industrial) uses are proposed in the VMC this recommendation will be considered in the future when parking and alternative modes of transportation are addressed for land uses across the City. Institutional uses, however are permitted in the VMC and through further review it was determined that the school rate was appropriate and could be applied to all institutional uses.

Public parks are considered public facilities and exempt under Section 3.10 PUBLIC USES of By-law 1-88 with respect to parking requirements. The same would be true for bicycle parking facilities. If determined necessary, bicycle parking facilities would be addressed through the programming stage for the public park.

Based on further review and comments from the Development/Transportation Engineering Department the proposed IBI Bicycle Parking Standards chart has been revised, to address only the VMC. Table 1, provides proposed bicycle parking rates.

TABLE :1 BICYCLE PARKING STANDARDS CHART

Bicycle Parking Standards (Vaughan Metropolitan Centre) (Minimum # of spaces/100m² GFA or as specified)		
Type of Use	Long Term¹	Short Term²
Commercial Uses including Restaurants	0.1 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.15 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)
General Office	0.13 ³ (only buildings > 2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)
Medical Office	0.1 ³ (only buildings > 2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)

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Multi-Unit Residential	0.5 spaces/unit for buildings with greater than 10 units	0.1 visitor spaces/unit or 6 visitor spaces whichever is greater
Institutional Uses	0.05 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.4 (only buildings >1,000 m² in GFA require bicycle parking spaces)
NOTES: (1) Long Term: Long term parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms, and bicycle cages. (2) Short Term: Short term parking provided in racks that are designed to lock the frame and a wheel to the rack using a conventional U-lock. (3) For every 30 long term bicycle parking spaces required 1 male and 1 female shower and change facilities shall be provided		

The Development/Transportation Engineering Department reviewed the draft bicycle parking standards and provided comments on the definitions, terminology used, end-of-trip facility requirements and the proposed standards contained in the IBI report. In consideration of the comments made by the Development/Transportation Engineering Department, revisions to each of the noted items were made.

Parking Space Dimensions

The IBI report also recommended the reduction of parking space dimensions based on review of other jurisdictions such as Vancouver and Toronto. The following chart provides a comparison of the existing City of Vaughan parking space dimensions and the proposed standards put forth by IBI in the report.

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**Comparison of Existing and Proposed
Parking Space Dimension Standards**

TABLE :2

	Existing Standard By-law 1-88		Recommended Standard	
Type of Parking Space	Length	Width	Length	Width
Perpendicular Spaces (residential)	6m	2.7m	5.7m	2.6m
Perpendicular Spaces (all other)	6m	2.7m	5.7m	2.6m
Parallel spaces/layby parking	6m	2.7m	6.7m	2.6m
Small Car Spaces (perpendicular only)	-	-	4.6m	2.3m

The recommendation to reduce parking space dimensions was reviewed and the width of the parking space stall is not proposed to be narrowed. Parking stall widths were reduced in the City of Toronto at the request of the development industry, however this reduction was ultimately regretted. Staff, however, agree that the length of stalls could be shortened to 5.7m for perpendicular spaces provided that the drive aisle remains at a minimum width of 6m for 2-way use.

Structure of the Draft By-law

The draft by-law is structured as follows:

- It specifies that these requirements will apply to the Vaughan Metropolitan Centre by identifying the VMC on a new schedule to the By-law 1-88;
- Adds a new paragraph 3.8.2 Bicycle Parking in the Vaughan Metropolitan Centre (VMC) thereby introducing standards for bicycle parking, storage and parking space size.
- It provides for the addition of a new Paragraph 3.8.1 to By-law 1-88 entitled "Parking Requirements for the Vaughan Metropolitan Centre";
- It revises conflicting definitions in Section 2.0 of By-law 1-88.
- It sets out new definitions in Section 2.2 which apply to the calculation of parking in the C9 Corporate Centre Zone and the C10 Corporate District Zone. Future rezoning to implement the VMC Secondary Plan would also be subject to these new standards;
- It establishes new parking standards across a range of uses applicable to Higher Order Transit Hubs as recommended in the City of Vaughan Parking Standards Review;

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- Identifies additional changes to the parking requirements to fulfill the intent of the Official Plan;
- Confirms the policies of Paragraph 3.8, “Parking, Requirements” that remain applicable to the VMC; and,

Relationship to Vaughan Vision 2020

The research provided through the City-wide Parking Standards Review is consistent with the priorities set by Council in the Vaughan Vision 2020 Plan, and in particular with the City’s commitment to “plan and manage growth and economic vitality.”

Regional Implications

This amendment is consistent with the objectives of the Region of York Official Plan to support Transit Oriented development through the application of appropriate parking standards and the use of Transportation Demand Management measures.

Conclusion

In response to imminent development in the Vaughan Metropolitan Centre, a site-specific by-law to update the City’s current parking standards has been prepared. This will allow the proponents to use contemporary standards in their developments, which reflect the presence of high order transit services like the Spadina Subway extension and the Viva Rapidway BRT service. The standards are based on the earlier work of the IBI Group study (City Parking Standards Review), as articulated by further staff evaluation. This will simplify the development review process. In addition it will serve as a pilot for the preparation of the City-wide comprehensive by-law which will be prepared to implement the Vaughan Official Plan 2010 (VOP 2010). Therefore, it is recommended that the draft by-law forming Attachment #2 to this report be brought forward to Council for enactment, subject to final staff review.

Attachments

1. Location Map
2. Draft By-law
3. Summary of Proposed Parking Standards Chart – IBI Report March 2010

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

DATE: DECEMBER 5, 2013
TO: HONOURABLE MAYOR & MEMBERS OF COUNCIL
FROM: JOHN MACKENZIE, COMMISSIONER OF PLANNING
SUBJECT: COMMUNICATION - COUNCIL – DECEMBER 10, 2013

C	<u>11</u>
Item #	<u>42</u>
Report No.	<u>52 (cw)</u>
<u>Council - December 10/13</u>	

ITEM #42 – COMMITTEE OF THE WHOLE – NOVEMBER 26, 2013

**PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN COMPREHENSIVE
 ZONING BY-LAW 1-88 CITY OF VAUGHAN CITY-WIDE PARKING STANDARDS
 REVIEW PHASE 1: PARKING STANDARDS FOR THE VAUGHAN
 METROPOLITAN CENTRE – FILE 15.101
 WARD 4**

At the November 26, 2013 Committee of the Whole, Council requested that staff prepare a communications item comparing the bicycle parking requirements of neighbouring municipalities. Staff of the Policy Planning Department contacted the cities of Brampton and Markham, and the Town of Richmond Hill, and were provided with the following information.

Municipality	Bicycle Parking Zoning By-law Standard	Current Practice
City of Brampton	No current standards contained in the Zoning By-law	Contemplated on a site-specific basis along the Transit Corridor and for LEED qualified buildings/developments
City of Markham	No current standards contained in the Zoning By-law	Requests High Density Residential: 0.25 long term bicycle parking spaces/unit 0.05 to 0.08 short term bicycle parking spaces/unit
Town of Richmond Hill	No current standards contained in the Zoning By-law	Contemplated on a site-specific basis
City of Mississauga	No current standards contained in the Zoning By-law	Developers are being asked to provide the recommended standard in the <i>Mississauga Cycling Master Plan</i> (see Attached Chart)

City of Brampton: The City of Brampton's Zoning By-law, By-law 270-2004 does not contain any provisions for bicycle parking. However, bicycle parking has been contemplated on a site-specific basis respecting proposed development on properties along the City's Transportation Corridor which extends the length of Hurontario Road from Queen Street to Highway 407. Bicycle parking standards have also been considered for proposed LEED buildings/developments.

City of Markham: The City of Markham does not have any bicycle parking standards in the City's Zoning By-law. Although there are no requirements contained in the Zoning By-law for parking standards, the municipality is in the practice of requesting 0.25 bicycle parking spaces for long term spaces and 0.05 to 0.08 parking spaces for short term spaces for high density residential applications.

Town of Richmond Hill: The Town of Richmond Hill Zoning By-law does not contain any city-wide bicycle parking standards. Proposed bicycle parking is addressed on a site-specific basis.

City of Mississauga: The City of Mississauga Zoning By-law does not currently contain any standards for bicycle parking. However, new developments are being asked to conform to the standards provide in the *Mississauga Cycling Master Plan*. The proposed standards have been provided in the attached chart titled Bicycle Parking Standards from the *Mississauga Cycling Master Plan*.

Through the course of the parking standards review study data was collected respecting bicycle parking standards from the following cities Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto. Attached is a copy of the chart contained in the *Review of Parking standards Contained Within the City of Vaughan's Comprehensive Zoning By-law: Final Report*.

Respectfully submitted,



JOHN MACKENZIE
Commissioner of Planning

Attachments:

1. Exhibit 5-1: Bicycle Parking Supply Requirements from Selected Jurisdictions (IBI Group Report – March 2010).
2. Bicycle Parking Standards from the Mississauga Cycling Master Plan.

/lm

Copy To: Barbara Cribbett, Interim City Manager
Jeffrey A. Abrams, City Clerk

CITY OF VAUGHAN
 REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
 FINAL REPORT

Exhibit 5-1: Bicycle Parking Supply Requirements from Selected Jurisdictions

Use	Halifax Regional Municipality (HRM)		Calgary		Vancouver		Ottawa	Kingston	Toronto ⁽⁶⁾
	Class 1	Class 2	Class 1	Class 2	Class 1	Class 2			
Office	0.10 spaces/ 100m ²	0.10 spaces/ 100m ² min 2 spaces	0.17/0.1 spaces/ 100m ² ⁽²⁾	0.1 spaces/ 100m ² 6 spaces (3)	0.13 spaces/ 100m ² city-wide	Minimum of 6 spaces where GFA>2000 m ²	0.10 spaces/ 100m ²	0.40 spaces/ 100m ²	0.08 spaces/ 100m ² min 6 spaces GFA>2000 m ²
Retail	0.07 spaces/ 100m ²	0.27 spaces/ 100m ² min 2 spaces	0 ⁽⁴⁾ 2% auto spaces ⁽⁵⁾	0.4 spaces/ 100m ² ⁽³⁾ 5% auto spaces ⁽⁴⁾ 3% auto spaces ⁽⁵⁾	0.13 spaces/ 100m ² city-wide	Minimum of 7 spaces where GFA>1000 m ²	0.08 spaces/ 100m ²	0.50 spaces/ 100m ²	0.08 spaces/ 100m ² min 6 spaces GFA>2000 m ²
Medical	0.1 spaces/ 100m ²	0.1 spaces/ 100m ² min 2 spaces	4% of employees ⁽¹⁾	0.1 spaces/ 100m ² ⁽¹⁾	4% of employees during max work shift ⁽¹⁾	6 spaces at each public entrance ⁽¹⁾	0.05 spaces/ 100m ²	-	-
Restaurant	0.02 spaces/ 100m ²	0.8 spaces/ 100m ² min 2 spaces	-	0.4 spaces/ 100m ²	0.13 spaces/ 100m ²	0.7 spaces/ 100m ²	0.10 spaces/ 100m ²	-	-
Multi-Unit Residential	0.8 spaces/ unit ⁽⁷⁾	0.2 spaces/ unit ⁽⁷⁾	0, 0.5 spaces/unit ⁽⁸⁾	Minimum of 6, 0.1 spaces/unit ⁽⁸⁾	0.75 spaces/unit	Minimum of 6 spaces	0.75 spaces/ unit	1 space/ unit	0.75 spaces/ unit
Schools	0.08 spaces/ 100m ²	0.32 spaces/ 100m ²	3% of employees ⁽⁹⁾	10% of students ⁽⁹⁾			0.4 spaces/ 100m ²		
Parking Structures /Lots	5% of motor vehicle spaces, min of 2 spaces, max of 50 spaces		2.5% of motor vehicle spaces	2.5% of motor vehicle spaces					

Class 1 = Long-term (secure) parking Class 2 = Short-term (convenience) parking

Notes:

- ⁽¹⁾Hospital uses
⁽²⁾Higher standard applies to downtown
⁽³⁾Individual Establishment
⁽⁴⁾Regional/Neighbourhood Shopping Centre
⁽⁵⁾Enclosed Shopping Mall
⁽⁶⁾Former City of Toronto only. Standards require 80% of spaces to be occupant and 20% to be visitor. For non-residential uses, standards apply to buildings with non-residential gross floor area greater than 2,000m².
⁽⁷⁾Applies to dwellings with minimum of 4 units.
⁽⁸⁾First value applies to dwellings with less than 20 units. The second value applies to dwellings with 20 units or greater.
⁽⁹⁾For post-secondary institutions, Class 1=3% of students+staff, Class 2 = 3% of students

ATTACHMENT 2

Use	Cycling Master Plan	Parking Strategy
Residential Apartments		
Long Term	0.70	0.60
Long Term (units less than 37 sq.m.)		
Short Term	0.08	0.15
Total	0.78 ¹	0.75 ¹
Office		
Long Term	0.15	0.17
Short Term	0.10	0.03
Total	0.25	0.20
Retail		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Personal Service		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Restaurant		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Community Centre		
Long Term	0.05	
Short Term	0.15	
Total	0.20	
Library		
Long Term	0.05	
Short Term	0.15	
Total	0.20	
School (Elementary)		
Long Term	0.06	
Short Term	0.06	
Total	0.12	
School (Secondary)		
Long Term	0.06	
Short Term	0.06	
Total	0.12	
School (College, University)		
Long Term	0.60	
Short Term	0.18	
Total	0.78	
Medical Office		
Long Term	0.10	
Short Term	0.10	
Total	0.20	
Hospital		
Long Term	0.06	
Short Term	0.06	
Total	0.12	

Note: ¹Includes Horizontal Multiple Dwellings/Townhouses which do not have an exclusive use garage

²Repealed City of Toronto standards from Urban Zoning By-law dated April 21, 2010

³All uses, other than residential dwelling units, do not require bicycle parking if they are 200 sq.m. or less. Bicycle parking is not required for All uses in the Downtown, Central Waterfront, a Centre or Avenue whose lot has less than 30m frontage and is an interior lot and has a 3m or less front yard setback.

⁴A minimum of 8 spaces for any development containing a minimum of 20 dwelling units.

⁵Long Term parking only required for single office or residential building when number of spaces required exceeds 50 spaces + an apartment greater than 100 units and an office greater than 12,500 m². A minimum of 25% of required must be long term.

⁶Applies to buildings with five or more units.

⁷Where the required number of automobile parking spaces is 6 or fewer, no bicycle parking is required.

⁸Only required when development is greater than 20 dwelling units.

⁹1) Downtown rates are currently the same as the outside the downtown. The Downtown zoning by-law is under review. Completion is expected until 2011.

November 25, 2013

Chairman and Members, Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Dear Chair and Members:

Re: Item 42, COW, November 26, 2013
Proposed Amendments to Vaughan Zoning By-law Parking Standards

We are writing on behalf of 1834371 Ontario Inc., the owners of the property located at 180 & 190 Maplecrete and 2591 Highway 7. We have just reviewed the draft zoning by-law for the revised parking standards to be implemented in the VMC. While we do support a shared parking formula for mixed use developments, it is our opinion, based on our experience, that there should be a maximum parking of 2.5 spaces per 100 square metres in the formula for non-residential uses regardless of whether it is a retail, office or restaurant uses. We believe that the formula put forward in the draft by-law is too high. If it is the city's intention to get residents motivated to take public transit, then providing too much parking runs contrary to that vision.

With respect to the new bicycle parking requirements, we have done extensive surveys over the last few years with respect to this issue. From experience, we have found that a formula requiring 0.12 spaces/unit initially to a maximum of .25 spaces per unit and .05 spaces for visitors is the correct mix.

Vaughan's proposed parking rates are based on the City of Toronto model. These bicycle parking rates are new to Vaughan, which is not built out as yet. It is our opinion that until the City is built out, 75% of the bicycle requirements should be deferred until build out takes place. To use the City of Toronto's model at this time does not make sense. Toronto is a built up Metropolis. It could take 50 years for Vaughan's VMC to be comparable to the City of Toronto.

In the event that in the future, additional bicycle parking spaces are required, they can be provided at that time simply by increasing the number of racks in the enclosed bicycle rooms and at grade. This is not difficult to do. As well, as demand increases for bikes it should decrease for cars, which in turn frees up parking spaces for bike parking. One parking space will accommodate 10 bikes. Therefore, there is really no risk in deferring the excessive requirements. To impose the proposed formula on current developments and have hundreds of bicycle racks empty does not make any sense whatsoever.

We would request the Committee to reconsider the parking and bicycle requirements before you today to take into consideration our comments. We would be pleased to meet with staff to discuss this in further detail.

Yours truly,

A handwritten signature in black ink, appearing to read "Leslie Phillips". The signature is fluid and cursive, with a large initial "L" and "P".

Leslie Phillips

COMMITTEE OF THE WHOLE NOVEMBER 26 2013

**PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN
COMPREHENSIVE ZONING BY-LAW 1-88
CITY OF VAUGHAN CITY-WIDE PARKING STANDARDS REVIEW
PHASE 1: PARKING STANDARDS FOR THE VAUGHAN METROPOLITAN CENTRE
FILE 15.101**

Recommendation

The Commissioner of Planning recommends:

1. THAT the draft amendment to By-law 1-88, for the purpose of revising parking standards and related definitions for application in the Vaughan Metropolitan Centre and providing revisions to Section 2 Definitions of By-law 1-88, forming Attachment #2 to this report, BE APPROVED; and,
2. THAT the draft By-law be brought forward for enactment subject to final staff review.

Contribution to Sustainability

The revised parking standards are supportive of the objectives of Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan and will be a key land use management tool, which will promote more sustainable forms of development including:

- supporting more efficient forms of development in terms of parking supply, demand and the management of the resulting land requirements;
- supporting the envisioned urban structure, public transit investments and Transit Oriented Development (TOD) policies;
- encouraging transportation alternatives to the automobile and single-occupant vehicle (SOV) use;
- mitigating the environmental impacts of parking facilities such as stormwater runoff and the contribution to the urban heat island effect;
- creating a more attractive and green parking environment through landscaping; and,
- minimizing parking spill-over into sensitive areas.

Economic Impact

There are no economic implications resulting from the receipt of this report. Should direction be received to proceed with the amendment to the By-law, it will proceed as a City-initiated process.

Communications Plan

Notification Process

The Notice of the February 26, 2013 Public Meeting was circulated on February 1, 2013 to property owners within 150m of the boundary of the Vaughan Metropolitan Centre (VMC) as well as to property owners within the VMC. As the proposed by-law amendment is Phase 1 of the implementation of the City-wide Review of Parking Standards, newspaper advertisements were also published in the Thursday, February 7, 2013 editions of the Vaughan Liberal and Citizen newspapers. In addition, the notification was also advertised on the "City Page Online", which was posted on the City of Vaughan's website as well as being provided through available forms of social media and sent to interested parties requesting notification by mail.

Staff received one communication letter respecting the Public Hearing report dated February 26, 2013. The following items were noted in the landowner's letter:

- Agreement with the direction the City is moving towards in terms of revising the parking standards to reflect the alternative modes of transportation that will be available in the VMC.
- A shared parking formula also needs to be implemented in the new standards for mixed use developments.

The letter also expressed concerns respecting the standards for bicycle parking.

- The numbers the City is proposing are on the high side.
- Ratio put forward need to be scrutinized further.

A letter dated March 8, 2013 from another landowner in the VMC was submitted requesting an opportunity to review the draft by-law prior to consideration by Council. The draft by-law has been attached to this report (see Attachment #2) and is available for review along with the report prior to the September 24, 2013 meeting when it will be on the agenda for consideration.

Notice of this Committee of the Whole meeting was sent by e-mail to all landowners in the VMC participating in the VMC Sub-committee process including the two landowners who specifically requested further notification.

Consultation Process and Timeline

In 2007 the IBI Group was retained to conduct the City of Vaughan City-wide Parking Standards Review. The purpose of the review was to update the City's parking standards to reflect current practices and the city's continuing urbanization. The IBI Group conducted an extensive consultation process which included workshops with City and Regional staff from the following departments: Policy Planning, Development Planning, Enforcement Services, Economic Development, Office of the City Manager, Building Standards, Development/Transportation Engineering, Public Works, York Region Planning and Development Services, Town of Markham Planning, and Viva Transit held on the following dates:

- i. February 27, 2008 – Presentation to review existing standards, best practices and preliminary survey parking results.
- ii. June 27, 2008 – workshop to discuss the study findings and draft recommendations and opportunity for feedback.
- iii. October 2, 2008 – Workshop to review report highlights and discuss comments and concerns resulting from the circulation of the study.
- iv. January 6, 2009 – Workshop to continue discussion from the October session and give participants an opportunity to provide detailed feedback following the circulation of the final draft report.
- v. In addition to these workshops, the consultant IBI Group conducted interviews with various stakeholders including the Kleinburg Ratepayers Association, Maple Ratepayers Association, and Vaughan Chamber of Commerce.
- vi. March 23, 2009 – Council meeting ratified recommendation made at the March 9, 2009 Committee of the Whole (Working Session) respecting item #1, report #15 City of Vaughan Parking Standards Review Report. The Committee of the Whole (Working Session) recommended that Policy Planning Staff and the IBI Group proceed to complete the report based on Council's comments.
- vii. July 13, 2010 – Council meeting ratified the recommendations made at the June 28, 2010 Committee of the Whole (Working Session) respecting item 32, report #35 City of Vaughan Parking Standards Review. Recommendations contained in the report

included: Staff prepare an amendment to Zoning By-law 1-88 based on the IBI report and that a Working Group be established to address the issues of on-street parking and the management and enforcement of public parking, the development of a parking strategy and parking management business plan.

- viii. June 15, 2012 – Internal meeting with Planning Commission staff to discuss the need for updated parking standards in the VMC due to development pressure that was emerging in advance of the VMC Secondary Plan and the preparation of a comprehensive by-law.
- ix. July to August 2012 – Building on the work completed as part of the City of Vaughan Parking Standards Review, staff met on a weekly basis to develop a site-specific by-law for the VMC.
- x. November 22, 2012 – A status report and presentation of the work to date was presented to the Vaughan Metropolitan Centre Sub-Committee of Council.
- xi. The consultation process for the VMC Parking Standards by-law has included meetings with the following departments; Building Standards, Development Planning, Legal Services, and the Transportation Planning Division of Development/Transportation Engineering.
- xii. November 2012 – Revisions to the draft by-law were made based on comments received through an internal circulation process and from the Vaughan Metropolitan Centre Sub-Committee Meeting.
- xiii. February 2013 – The statutory hearing was held on February 26, 2013. The report addressed amendments to the By-law 1-88 parking standards for the VMC, based on the City-wide Parking Standards review revising and creating new definitions, addressing bicycle parking standards and the role of Cash-in-lieu of parking.
- xiv. March and April 2013 – City staff met on a monthly basis to make further revisions to the draft by-law based on discussions resulting from the public hearing process.
- xv. May to July 2013 – City staff met to discuss departmental comments on the revised by-law and began the testing phase. The draft by-law was used to review development applications proposed for the VMC. In instances where site-specific provisions such as an Ontario Municipal Board order or site-specific exceptions existed, these were disregarded and a complete review was conducted based on the existing zoning provisions and the draft parking by-law. The site-specific provisions were disregarded as they provided exception to the current parking standards, had they been included in the review they would have superseded the draft parking by-law standards and the exercise would not have included a review of the draft by-law.

Purpose

The purpose of this Committee of the Whole report is to recommend the enactment of an implementing amendment to By-law 1-88 to provide site-specific parking standards for the VMC with appropriate revisions to the definitions.

Background - Analysis and Options

The Parking Standards Review

In 2007 the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of By-law 1-88. The

study's findings were outlined in a report dated March 2010, entitled *Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law*.

The IBI Report and Parking Design Guidelines developed by City Staff were presented to Council at the June 28, 2010 Committee of the Whole (Working Session). The June 28, 2010 report recommended that both the IBI Report and the Design Guidelines be received and that an amendment to Zoning By-law 1-88, based on the findings of the IBI Report, be brought forward to a future Committee of the Whole (Public Hearing) meeting. The report further recommended that a Working Group be established to address the issues of on-street parking, priced parking and the management and enforcement of public parking. On July 13, 2010, Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission. This initiative is currently underway.

The IBI Report included a discussion of the various approaches to developing parking requirements, the structure and development of the newly proposed standards and the proposed parking standards for specified uses. The report also addressed other parking requirements such as bicycle parking, shared parking, off-site parking, public parking, parking design, consideration for commuter parking and accessible parking. The report also included sections on cash-in-lieu of parking, other funding sources and parking management strategies. However, it was determined that a cash-in-lieu of parking policy should be addressed on a city-wide basis. The issue of cash-in-lieu of parking was discussed by the working group as one potential initiative within a transportation management strategy.

Recognizing the current situation in the VMC, a draft by-law has been prepared employing the findings of the study specifically for the VMC. The draft by-law addresses a number of issues, including the reduction of required parking standards; definitions for the uses permitted in the VMC through the Secondary Plan; parking based on proximity to transit services and, parking adjustment factors (i.e. shared parking) for mixed use buildings, recognizing the different peak use characteristics of different uses. Consideration was also given to the issue of cash-in-lieu of parking as the VMC is an ideal location to implement policies respecting cash in lieu of parking.

Basis for Proceeding with Site Specific By-law in Advance of the City-Wide Comprehensive By-law

The City-wide Parking Standards Review provides a set of parking standards that are specifically applicable to areas that are well served by higher order transit and where transit oriented development and a walkable public realm is planned for. The City of Vaughan's Transportation Master Plan entitled *A New Path*, July 2013, fully supports the proposed parking standards, recommended in the IBI 2010 draft report. The implementation of these standards in the VMC would be timely and would support the intent of the VMC Plan, which provides in Policy 4.6.5 that "Transit supportive parking standards shall be adopted by the City to facilitate the development of the VMC." In addition, the adoption of these standards would minimize the need for by-law amendments or minor variances that have become the norm and may delay priority projects.

One of the issues discussed during the course of the study was the timing of the implementation of the new parking standards and the implications for the amending by-law. The anticipated timeline for the delivery of the new Zoning By-law to implement the Vaughan Official Plan 2010 and replace By-law 1-88 is three to four years, taking its approval out to 2015-2016. As there is a level of urgency attached to implementing the new parking standards, particularly in the VMC, it was determined that portions of the revised parking standards should proceed in advance of the new by-law. Staff is taking a phased approach to implementing the findings of the IBI Study with the VMC being the first formal phase of implementation. It should be noted that staff has been applying the reduced parking standards on a site-specific application basis for the last few years.

With the extension of the Spadina Subway to the Vaughan Metropolitan Centre expected to be in service by 2016, the VMC's potential for high-density, mixed-use development is now being realized through a number of active development applications. This is in advance of the approval

of the VMC Secondary Plan which is under appeal at the Ontario Municipal Board. On December 11, 2012 Council approved a number of modifications to the VMC Plan 2010, which were forwarded to the Ontario Municipal Board and the Region of York. The modified VMC Secondary Plan was endorsed by Regional Council on June 27, 2013.

Given the proposed densities and considering the land uses and pedestrian friendly urban form envisioned by the VMC plan, the City of Vaughan's current parking standards contained in By-law 1-88, are out of date and need to be revised in order to fulfill the vision for the City's downtown.

As a result of the development pressures in the VMC, it has become apparent that new parking standards are required immediately. Along with intensification and mixed use development, a defining feature of the VMC is its future access to planned public transit investments like the subway extension and the VIVA Rapidway BRT service along Highway 7. As higher-order transit will be a reality in the near future, implementing a more nuanced approach to parking that recognizes the availability of the alternative modes of transportation will be important. In addition, the presentation and report by Live Work Learn Play to the VMC Sub-Committee of Council referenced the need for reduced parking standards to help encourage office development in this location.

This exercise will also serve as a pilot study where findings may ultimately be applied in other areas either planned for or receiving higher order transit such as the Yonge Steeles Secondary and the Steeles West Secondary Plan areas. It will also serve to inform the preparation of the City's new comprehensive Zoning By-law, which is in the early stages of preparation.

Area Subject to the VMC Site Specific Parking Standards By-law

The proposed parking standards will apply to the VMC as defined in the Vaughan Official Plan 2010 as shown on Attachment #1. It is located in Ward 4 bounded by Highway 400 to the west, Highway 407 to the south, Creditstone Road to the east and Portage Parkway to the north.

Approach to the By-law

City-Wide Definitions

If the existing definitions for uses in Section 2.0 and the standards of By-law 1-88 were replaced by newly enacted simplified use definitions and parking standards, as recommended by the Parking Review, all of the existing uses would become legal non-conforming. The terms used in the Permitted Uses Sections of By-law 1-88 would no longer have related definitions, leaving them open to interpretation. Therefore, the IBI Report recommended two sets of definitions be retained until the new comprehensive zoning by-law is finalized. Through the review process and in consultation with the Legal Services Department it was determined that those definitions which could be updated in Section 2.0 "Definitions" of By-law 1-88 should be amended now in order to avoid inconsistencies in the future. The following terms and associated definitions will replace similar terms and definitions currently used in By-law 1-88 and where they apply City-wide including in the Vaughan Metropolitan Centre.

- i. **CONVENTION OR CONFERENCE CENTRE** – Means a building or part of a building, designed to accommodate gatherings for specific events such as conferences, conventions, meetings, seminars and workshops and may include accessory food preparation facilities and dining areas for the exclusive use of conference or convention participants.
- ii. **DAY NURSERY** – Means a day nursery as defined in the Day Nurseries Act, as amended.

- iii. HOTEL – Means a building or part of a building used mainly for the purpose of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.
- iv. INDEPENDENT LIVING FACILITY – Means a building or part of a building containing four (4) or more dwelling units with no more than two (2) bedrooms per dwelling unit used for the independent living accommodation of senior citizens.
- v. LONG TERM CARE FACILITY – Means a building or part of a building containing four (4) or more sleeping units, without individual kitchens or cooking facilities, used for the accommodation of persons, who, by reason of their emotional, mental, social, or physical condition, require a 24 hour supervised living arrangement for their well-being, and is regulated by the Province of Ontario or Government of Canada Legislation.
- vi. MIXED USE DEVELOPMENT – Means a building or group of buildings containing a combination of residential, commercial and/or institutional uses that is managed as a cohesive entity, and which may be held in single ownership or by participants in a condominium cooperative providing shared facilities.
- vii. MOTEL – Means a building or group of buildings no more than two storeys in building height used mainly for the purpose of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.
- viii. PERSONAL SERVICE SHOP – Means a building or part of a building in which persons are employed in furnishing services administering to the individual and personal needs of persons, and includes a barber shop, a hair and beauty parlour, a massage services establishment conducted by a registered massage therapist, a shoe repair shop, a tanning salon, a tattoo and piercing parlour, a tailor or seamstress establishment, a Laundromat, a dry cleaning depot, a formal wear shop and other similar services, but shall not include a body rub parlour.
- ix. SCHOOL, POST-SECONDARY – Means a building or part of a building where post-secondary education is provided under the guidelines of the Ontario Ministry of Education, Colleges and Universities, and may include accessory residential facilities for staff and students.
- x. SCHOOL, PUBLIC OR PRIVATE – Means a building where educational facilities are provided for the instruction of primary and secondary aged children and is operated under the guidelines of the Ontario Ministry of Education and may include an accessory Day Nursery.
- xi. SCHOOL, TECHNICAL OR COMMERCIAL – Means a building or part of a building where instruction or training is provided to students relating to a specific vocation, trade, business or process.

New definitions for Financial Institution and Supportive Living Facility have also been created and be will added to Section 2.0 Definitions.

- i. FINANCIAL INSTITUTION – Means a building or part of a building where services are provided for the depositing, lending, exchange or investment of money, and shall include but not be limited to banks, credit unions, trust companies or other similar banking service establishments.
- ii. SUPPORTIVE LIVING FACILITY – Means a building or part of a building containing four (4) or more sleeping units with or without individual kitchens or cooking facilities, used for the accommodation of persons requiring semi-independent living arrangements, where

limited supervision and assistance is provided to ensure the health, safety and well-being of residents.

New Definitions Applicable to the Vaughan Metropolitan Centre (VMC)

In the case of the VMC specific uses have been permitted through the Secondary Plan, some of which are not currently defined in By-law 1-88. New definitions would need to be created, or existing definitions would require revision. In other instances some uses were similar and were combined into one definition under one heading (e.g. the combining of the various forms of eating establishment uses and change in terminology to Restaurant). The opposite also occurred where a current definition combined uses that the IBI Study and the Secondary Plan addressed separately and were assigned different parking rates, in which case, definitions had to be revamped, terms separated and new definitions created. To ensure consistency a separate exercise was undertaken to compare terminology for land uses used in the Vaughan Metropolitan Centre Secondary Plan, By-law 1-88 and the IBI Study. What resulted was the creation of definitions for the following uses for implementation in the VMC only, for which parking standards have been provided.

- i. ART STUDIO – Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods , and instruction.
- ii. BICYCLE PARKING SPACE, LONG TERM – Means a locked separated room within a building or part of a building used for the exclusive parking of non-motorized bicycles.
- iii. BICYCLE PARKING SPACE, SHORT TERM – Means a designated area for the exclusive parking of non-motorized bicycles equipped with a rack/stand designed to lock the frame and/or wheel of a bicycle.
- iv. BUSINESS SERVICES ESTABLISHMENT – Means a building or part of a building used as a Print Shop, and where business communication services may also be provided, including; faxing, desktop publishing, mailing services and postal box services, document shredding and computer rentals.
- v. COMMERCIAL PARKING LOT – Means a building, part of a building or area of land other than a street or lane, used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principle access to a street.
- vi. TEMPORARY PARKING LOT – Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.
- vii. OFFICE, GENERAL – Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a veterinarian.
- viii. OFFICE, MEDICAL – Means a building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.
- ix. PLACE OF WORSHIP – Means a building used for religious worship and may include accessory facilities such as an assembly hall, auditorium, shrine, and rectory.

- x. RESTAURANT – Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for immediate consumption on or off the premises and may include delivery.
- xi. RESTAURANT, TAKE-OUT – Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.
- xii. RETAIL ESTABLISHMENT – Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.
- xiii. STRATIFIED ARRANGEMENTS – Means an agreement registered on title by two (2) or more participants for the determination of ownership or use of land divided in a vertical manner above and/or below grade.

Intent of the By-law as it Pertains to the Vaughan Metropolitan Centre (VMC)

The intent of the By-law:

- To provide appropriate parking standards for the VMC.
- To make no changes to the uses permitted in any zone categories in the Vaughan Metropolitan Centre Secondary Plan area.
- Ensure that the revised use definitions set out above apply only to the calculation of parking for the VMC. They were created through an evaluation of the Parking Standards Review and the uses permitted in the VMC Secondary Plan.
- That they will initially apply only to the C9 and C10 zones.
- That any future By-law amendment or variances required to implement the VMC Secondary Plan should conform to this Parking Standards By-law.

Reduction in Standards

All uses proposed in the VMC have reduced rates of required parking except for Places of Worship (with reference to non-fixed seating) from what was originally required through By-law 1-88. The IBI Report provides justification for each reduction based on best practices in other municipalities and standards used throughout the industry. See Attachment #3 *Summary of Proposed Parking Standards* for the current rates as required through By-law 1-88 and the proposed rates as, determined through the Parking Standards study. By virtue of its access to higher order transit services, the VMC is classified as a “High-Order Transit Hub” and generally has the lowest rates of required parking.

The Use of Minimums and Maximums

The Parking Review recommends the use of parking maximums as shown on Attachment #3, whereas historically, parking rates in the City of Vaughan were based solely on the minimum standards established in the applicable zoning by-law. The Parking Review states:

“By limiting the amount of automobile parking in specific sub-regions or urban contexts, a municipality makes a statement that parking provisions must be balanced with other land use and transportation objectives and that the automobile is not the only mode for travel to that area.”

Furthermore, the Study relates that the inclusion of parking maximums is intended to reduce the amount of space dedicated to parking and facilitate transit and pedestrian supportive developments; provide a strong incentive for transportation demand management; and, curb practices resulting in the oversupply of parking.

Interim Parking for Office Uses

The City has recognized that in order to attract users to the Vaughan Metropolitan Centre, specifically office uses, additional parking (on an interim basis) may be required to meet the immediate needs of prospective users. The draft by-law permits a range between 1.5 parking spaces per 100m² of GFA and 2.5 parking spaces per 100m² of GFA. For some office uses to operate successfully an increase in the maximum number of permitted parking spaces is required for a temporary period until such time as alternative modes of transportation are available. In order to facilitate and encourage the timely development of office uses the City may entertain zoning by-law amendment applications for a temporary increase to the maximum number of parking spaces on a case-by-case basis.

The City may also, through an initial phase of development entertain a temporary use by-law which would permit remote parking at a satellite location within the precinct or quadrant on lands which are slated for a future phase of development. In order for a Zoning By-law Amendment or Committee of Adjustment Minor Variance Application for a temporary parking use to be entertained a parking study/justification for the additional spaces must be submitted and a compliance plan must be included providing for the phase out of the excess parking and how the need will be addressed once the temporary approval has lapsed.

The use of interim control measures is one component of the overall VMC parking strategy which includes on-street parking, paid parking and funding strategies. It should be made clear to all applicants proposing an oversupply of parking measures that this is a temporary measure only to be used on an interim basis.

Strata Title Arrangements

A Strata Title Arrangement is a determination of ownership or use of land divided in a vertical manner above and below grade. These arrangements are made between two or more parties, and in some instances municipalities can be part of a Strata Title Arrangement.

Landowners in the VMC have expressed interest in accommodating underground parking facilities situated beneath future Public Parks and/or municipal road allowances, with the private landowners having ownership, or right of use of below grade parking level(s) and the municipality retaining ownership at the surface for the purpose of providing public infrastructure. Such arrangements are subject to strata title agreements between the parties to specify their respective rights and obligations.

By-law 1-88 currently puts restrictions on setbacks for underground parking structures from property lines. When a Stratified Title Arrangement is being considered this section of By-law 1-88 would require an amendment in order to permit parking which may extend beyond the property line beneath publicly owned lands.

Whether these provisions will ultimately be included in the VMC site specific by-law will depend on Council's approval and adoption of protocols to guide the use and implementation of strata title arrangements.

Stratified Title Arrangements carry a certain degree of risk. Staff have undertaken a review of alternative methods for achieving such land use arrangements without entering into a stratified title agreement thereby mitigating some of the inherent risk. The by-law does not grant permission to implement stratified title arrangements. Each case would need to be considered on a site-by-site basis.

It was determined that the City would consider each proposal for stratification on a case-by-case basis and no by-law amendment is required at this time. A definition for Stratified Title Arrangements has been included for reference purposes.

Influence of Rapid Transit and Mixed Use Development on Parking Requirements for the VMC Adjustment Factors and Area Specific Variation

There were different approaches which could have been adopted in the development of parking standards for the VMC and the City of Vaughan in general. It was determined through the IBI Study that a hybrid approach to Adjustment Factors and Area Specific minimum and maximum parking standards would be appropriate. This approach would operate within the framework of defined urban contexts, based on the structural policies of the new Official Plan.

Area Specific

Variation:

Areas of the City such as the VMC are defined and grouped (e.g. High Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Areas, Base (Other Areas)), with each group having its' own parking requirements. The VMC has been grouped with the Yonge Street Corridor and the Steeles West Area (between Jane Street to Keele Street) as a High Order Transit Hub. See Attachment #3.

Adjustment Factors:

The structure of the parking standards would remain similar, but various mechanisms for reducing the minimum requirements, and/or implementing maximum parking limits, based on site-specific conditions would be introduced. Some of the site-specific adjustment factors influencing parking may include; Transit Accessibility; availability of off-site parking (e.g. on-street or public parking) opportunities for shared parking in relation to a mix of uses with complimentary parking requirements (e.g. theatre and office) etc.

An example of an adjustment factor in the VMC is in relation to the Hotel use. It has a note attached to the required parking rate (see Attachment #3) incorporating a shared parking adjustment factor for accessory uses (e.g. Restaurant, convention or conference centre). This would reduce the overall number of required spaces as patrons of the hotel would, in most, instances also be users of the accessory uses.

The By-law will also include provisions guiding shared parking for mixed-use developments to take into consideration the countervailing peaking demands of the various uses, thus reducing the total parking requirement.

The shared parking adjustment factor will only be applied when the minimum standards are used as a further reduction. Based on the testing of the proposed developments in the VMC, applying the shared parking formula did not reduce the rate of required parking by more than 10%.

It should also be noted that the shared parking formula is not to be used for residential non-visitor parking spaces as those are allocated and owned by the individual condominium owners.

Bicycle Parking Standards and Storage

The provision of adequate bicycle parking and associated shower and change facilities is a significant factor in promoting bicycle use as an alternative mode of transportation. Currently there are no requirements for bicycle parking in Zoning By-law 1-88. The VMC Secondary Plan also encourages bicycle use as a mode of transportation. Policy 4.5.8 states "All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish minimum requirements for bicycle parking. Major office developments shall be encouraged to include change rooms, showers and lockers for bicycle commuters". IBI conducted a review of bicycle standards in other jurisdictions across Canada

and found that bicycle parking spaces are required in major urban centres such as Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto.

Transport Canada has also produced a report titled *Bicycle End-of-Trip Facilities* dated April 2010 on the topic of bicycle storage and required parking spaces. The information contained in the *Bicycle End-of-Trip Facilities* document was reviewed and based on comments from the Development/Transportation Engineering Department new dimensions for bicycle parking spaces, which differ slightly from those in the IBI Study, are being proposed.

Bicycle parking supply requirements are generally specified in terms of length of stay being either "Long Term" or "Short Term" parking. The two standards are defined as follows.

Long Term: Long term secure parking is provided in a locked separate bicycle room located within a building or automobile parking facility. Lockers, bicycle rooms, bicycle cages are examples of the facilities that are provided.

Short Term: Short term parking is provided in racks or on rings or posts and are located at grade. Bicycle parking should be in a well-lit, convenient, within view of the building inhabitants and, if possible, in a sheltered location.

The Streetscape and Open Space study currently being undertaken will provide more detail with respect to the type and location of Short Term bicycle parking.

Both long and short term requirements are included in the draft by-law as are bicycle parking standards which are expressed in terms of spaces/GFA for institutional, commercial (office and retail) uses or the number of dwelling units for residential uses. A definition for bicycle parking as well as each class and standard dimensions have been provided for in the draft by-law.

The IBI report recommended bicycle parking standards for office, retail, restaurant, medical office, multi-unit residential and school uses. It is however silent on proposing standards for other uses such as employment, institutional uses (other than schools), and park areas. The June 28, 2010 Committee of the Whole (Working Session) report ratified by Council on July 13, 2010, recommended that an employment use category be added to the proposed bicycle parking standard chart (as shown below). As no employment (industrial) uses are proposed in the VMC this recommendation will be considered in the future when parking and alternative modes of transportation are addressed for land uses across the City. Institutional uses, however are permitted in the VMC and through further review it was determined that the school rate was appropriate and could be applied to all institutional uses.

Public parks are considered public facilities and exempt under Section 3.10 PUBLIC USES of By-law 1-88 with respect to parking requirements. The same would be true for bicycle parking facilities. If determined necessary, bicycle parking facilities would be addressed through the programming stage for the public park.

Based on further review and comments from the Development/Transportation Engineering Department the proposed IBI Bicycle Parking Standards chart has been revised, to address only the VMC. Table 1, provides proposed bicycle parking rates.

TABLE :1 BICYCLE PARKING STANDARDS CHART

Bicycle Parking Standards (Vaughan Metropolitan Centre) (Minimum # of spaces/100m² GFA or as specified)		
Type of Use	Long Term¹	Short Term²
Commercial Uses including Restaurants	0.1 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.15 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)
General Office	0.13 ³ (only buildings > 2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)
Medical Office	0.1 ³ (only buildings > 2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater (only buildings >1,000 m² in GFA require bicycle parking spaces)
Multi-Unit Residential	0.5 spaces/unit for buildings with greater than 10 units	0.1 visitor spaces/unit or 6 visitor spaces whichever is greater
Institutional Uses	0.05 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.4 (only buildings >1,000 m² in GFA require bicycle parking spaces)

NOTES:

- (1) Long Term: Long term parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms, and bicycle cages.
- (2) Short Term: Short term parking provided in racks that are designed to lock the frame and a wheel to the rack using a conventional U-lock.
- (3) For every 30 long term bicycle parking spaces required 1 male and 1 female shower and change facilities shall be provided

The Development/Transportation Engineering Department reviewed the draft bicycle parking standards and provided comments on the definitions, terminology used, end-of-trip facility requirements and the proposed standards contained in the IBI report. In consideration of the comments made by the Development/Transportation Engineering Department, revisions to each of the noted items were made.

Parking Space Dimensions

The IBI report also recommended the reduction of parking space dimensions based on review of other jurisdictions such as Vancouver and Toronto. The following chart provides a comparison of the existing City of Vaughan parking space dimensions and the proposed standards put forth by IBI in the report.

**Comparison of Existing and Proposed
Parking Space Dimension Standards**

TABLE :2

Type of Parking Space	Existing Standard By-law 1-88		Recommended Standard	
	Length	Width	Length	Width
Perpendicular Spaces (residential)	6m	2.7m	5.7m	2.6m
Perpendicular Spaces (all other)	6m	2.7m	5.7m	2.6m
Parallel spaces/layby parking	6m	2.7m	6.7m	2.6m
Small Car Spaces (perpendicular only)	-	-	4.6m	2.3m

The recommendation to reduce parking space dimensions was reviewed and the width of the parking space stall is not proposed to be narrowed. Parking stall widths were reduced in the City of Toronto at the request of the development industry, however this reduction was ultimately regretted. Staff, however, agree that the length of stalls could be shortened to 5.7m for

perpendicular spaces provided that the drive aisle remains at a minimum width of 6m for 2-way use.

Structure of the Draft By-law

The draft by-law is structured as follows:

- It specifies that these requirements will apply to the Vaughan Metropolitan Centre by identifying the VMC on a new schedule to the By-law 1-88;
- Adds a new paragraph 3.8.2 Bicycle Parking in the Vaughan Metropolitan Centre (VMC) thereby introducing standards for bicycle parking, storage and parking space size.
- It provides for the addition of a new Paragraph 3.8.1 to By-law 1-88 entitled “Parking Requirements for the Vaughan Metropolitan Centre”;
- It revises conflicting definitions in Section 2.0 of By-law 1-88.
- It sets out new definitions in Section 2.2 which apply to the calculation of parking in the C9 Corporate Centre Zone and the C10 Corporate District Zone. Future rezoning to implement the VMC Secondary Plan would also be subject to these new standards;
- It establishes new parking standards across a range of uses applicable to Higher Order Transit Hubs as recommended in the City of Vaughan Parking Standards Review;
- Identifies additional changes to the parking requirements to fulfill the intent of the Official Plan;
- Confirms the policies of Paragraph 3.8, “Parking, Requirements” that remain applicable to the VMC; and,

Relationship to Vaughan Vision 2020

The research provided through the City-wide Parking Standards Review is consistent with the priorities set by Council in the Vaughan Vision 2020 Plan, and in particular with the City’s commitment to “plan and manage growth and economic vitality.”

Regional Implications

This amendment is consistent with the objectives of the Region of York Official Plan to support Transit Oriented development through the application of appropriate parking standards and the use of Transportation Demand Management measures.

Conclusion

In response to imminent development in the Vaughan Metropolitan Centre, a site-specific by-law to update the City’s current parking standards has been prepared. This will allow the proponents to use contemporary standards in their developments, which reflect the presence of high order transit services like the Spadina Subway extension and the Viva Rapidway BRT service. The standards are based on the earlier work of the IBI Group study (City Parking Standards Review), as articulated by further staff evaluation. This will simplify the development review process. In addition it will serve as a pilot for the preparation of the City-wide comprehensive by-law which will be prepared to implement the Vaughan Official Plan 2010 (VOP 2010). Therefore, it is recommended that the draft by-law forming Attachment #2 to this report be brought forward to Council for enactment, subject to final staff review.

Attachments

1. Location Map
2. Draft By-law
3. Summary of Proposed Parking Standards Chart – IBI Report March 2010

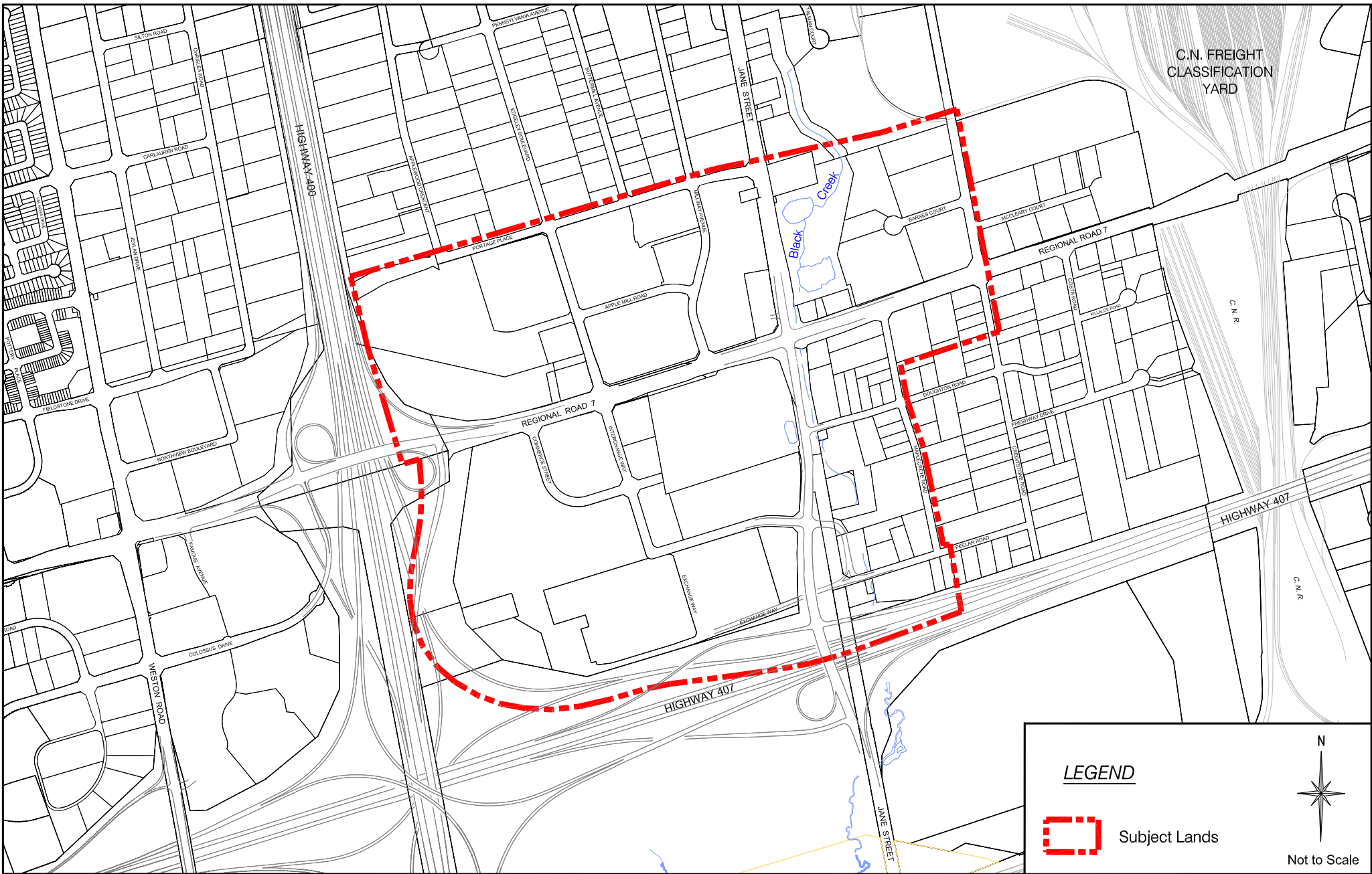
Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

/lm



Location Map

Location: Part of Lots 4 - 7,
Concessions 4 & 5

Applicant:
City of Vaughan



Attachment

File: 15.101

Date:
September 24, 2013

1

Draft Zoning By-law Amendment
City of Vaughan Parking Standards Review
File: 15.101(Arminé Hassakourians)

BY-LAW NUMBER - 2013

A By-law to amend City of Vaughan By-law 1-88.

WHEREAS the matters herein set out are in conformity with the Official Plan of the Vaughan Planning Area, which is approved and in force at this time;

AND WHEREAS there has been no amendment to the Vaughan Official Plan adopted by Council but not approved at this time, with which the matters herein set out are not in conformity;

NOW THEREFORE the Council of the Corporation of the City of Vaughan **ENACTS AS FOLLOWS:**

1. That City of Vaughan By-law Number 1-88, as amended, be and it is hereby further amended by:

- a) Deleting definitions in Section 2.0 DEFINITIONS for Convention Centre, Day Nursery, Hotel, Mixed Use Development, Motel, Personal Service Shop, Private School, Public School, and Technical School and replacing with the following definitions:

CONVENTION OR CONFERENCE CENTRE – Means a building or part of a building, designed to accommodate gatherings for specific events such as conferences, conventions, meetings, seminars and workshops and may include accessory food preparation facilities and dining areas for the exclusive use of conference or convention participants.

DAY NURSERY – Means a day nursery as defined in Day Nurseries Act, as amended.

HOTEL – Means a building or part of a building used mainly for the purposes of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.

INDEPENDENT LIVING FACILITY – Means a building or part of a building containing four (4) or more dwelling units with no more than two (2) bedrooms per dwelling unit used for independent living accommodation of senior citizens.

LONG TERM CARE FACILITY – Means a building or part of a building containing four (4) or more sleeping units, without individual kitchens or cooking facilities, used for the

accommodation of persons, who, by reason of their emotional, mental, social, or physical condition, require a 24 hour supervised living arrangement for their well-being, and is licensed or funded under Province of Ontario or Government of Canada legislation.

MIXED USE DEVELOPMENT – Means a building or group of buildings containing a combination of residential, commercial and/or institutional uses that is managed as a cohesive entity, and which may be held in single ownership or by participants in a condominium cooperative providing shared facilities.

MOTEL – Means a building or group of buildings no more than two storeys in building height used mainly for the purpose of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided.

PERSONAL SERVICE SHOP – Means a building or part of a building in which persons are employed in furnishing services administering to the individual and personal needs of persons, and includes a barber shop, a hair and beauty parlour, a massage services establishment conducted by a registered massage therapist, a shoe repair shop, a tanning salon, a tattoo and piercing parlour, a tailor or seamstress establishment, a Laundromat, a dry cleaning depot, a formal wear shop and other similar services, but shall not include a body rub parlour.

SCHOOL, POST-SECONDARY - Means a building or part of a building where post-secondary education is provided under the guidelines of the Ontario Ministry of Education, Colleges and Universities, and may include accessory residential facilities for staff and students.

SCHOOL, PUBLIC OR PRIVATE – Means a building where educational facilities are provided for the instruction of primary and secondary aged children and is operated under the guidelines of the Ontario Ministry of Education and may include an accessory Day Nursery.

SCHOOL, TECHNICAL OR COMMERCIAL - Means a building or part of a building where instruction or training is provided to students relating to a specific vocation, trade, business or process.

- b) Adding the following definitions to Section 2.0 DEFINITIONS:

FINANCIAL INSTITUTION – Means a building or part of a building where services are provided for the depositing, lending, exchange or investment of money, and shall include but not be limited to banks, credit unions, trust companies or other similar banking service establishments.

SUPPORTIVE LIVING FACILITY – Means a building or part of a building containing four (4) or more sleeping units with or without individual kitchens or cooking facilities, used for the accommodation of persons requiring semi-independent living arrangements, where limited supervision and assistance is provided to ensure the health, safety and well-being of its residents.

Deleting definitions in section 2.0 DEFINITIONS for Nursing Home and Dwelling, Senior Citizens.

- c) Deleting the word “dedicated” in the definition of Church in section 2.0 DEFINITIONS and replacing it with the word “used”.

- d) Adding a new “Section 2.2 VAUGHAN METROPOLITAN CENTRE DEFINITIONS” as follows:

“Section 2.0 of this by-law contains terms and definitions, which apply throughout the defined area of this By-law. Section 2.2 contains additional terms and definitions which shall apply specifically to the “Vaughan Metropolitan Centre Area” as shown on Schedule “1” attached hereto:

ARTS STUDIO - Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods and instruction.

BICYCLE PARKING SPACE, LONG TERM: Means a locked separated room within a building or part of a building used for the exclusive parking of non-motorized bicycles.

BICYCLE PARKING SPACE, SHORT TERM: Means a designated area for the exclusive parking of non-motorized bicycles equipped with a rack/stand designed to lock the frame and/or wheel of a bicycle.

BUSINESS SERVICES ESTABLISHMENT - Means a building or part of a building used as a Print Shop, and where business communication services may be provided, including faxing, desktop publishing, mailing and postal box services, document shredding and computer rentals.

COMMERCIAL PARKING LOT - Means a building, part of a building or area of land other than a street or lane, used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principle access to a street.

TEMPORARY PARKING LOT – Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.

OFFICE, GENERAL - Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a Veterinarian.

OFFICE, MEDICAL - Means a building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.

PLACE OF WORSHIP - Means a building used for religious worship and may include accessory facilities such as an assembly hall, auditorium, shrine, and rectory.

RESTAURANT - Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for immediate consumption on or off the premises and may include delivery.

RESTAURANT, TAKE-OUT - Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.

RETAIL ESTABLISHMENT - Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.

STRATIFIED ARRANGEMENT – Means an agreement registered on title by (2) two or more participants for the determination of ownership or use of land divided in a vertical manner above and/or below grade.

e) Adding Section 3.8.1 PARKING REQUIREMENTS FOR THE VAUGHAN METROPOLITAN CENTRE

a) Where a building or structure within the Vaughan Metropolitan Centre is erected or used for any of the uses permitted in this By-law, vehicle parking spaces and areas shall be provided and maintained on the lot to which they serve as follows:

Vehicle Parking Standards (Vaughan Metropolitan Centre)					
(# of parking spaces/100m ² GFA or as specified)					
	Type of Use		Minimum	Maximum	
COMMERCIAL	<u>Commercial Uses</u> ⁽¹⁾		Total GFA of all buildings greater than 5,000m ²	2.0 ⁽⁴⁾	4.0
	Arts Studio		Total GFA of all buildings less than or equal to 5,000m ²	2.5 ⁽⁴⁾	4.0
	Personal Service Establishment				
	Business Service Establishment				
	Pharmacy				
	Retail Store				
	Supermarket (Greater than 1000m ²)		2.5 ⁽⁴⁾	4.0	
	Financial Institution		2.5 ⁽⁴⁾	4.0	
	Restaurant ⁽²⁾		6.0 ⁽⁴⁾	10.0	
	Restaurant, Take-out ⁽²⁾		3.0 ⁽⁴⁾	6.0	
General Office		1.5 ⁽⁴⁾	2.5		
Medical Office		2.5	4.0		
PLACES OF	Hotel ⁽³⁾		0.75/bedroom	-	
	Banquet Hall ⁽³⁾		3.0	-	
	Club or Dance Hall ⁽³⁾				
	Convention or Conference Centre ⁽³⁾				

Vehicle Parking Standards (Vaughan Metropolitan Centre)				
(# of parking spaces/100m ² GFA or as specified)				
	Type of Use		Minimum	Maximum
	Auditorium or Theatre Curling Rink or Skating Arena Place of Entertainment Place of Assembly Public Hall		5.0 ⁽⁴⁾	-
	Art Gallery or Museum Community Centre Library Place of Amusement Health Centre		1.0 ⁽⁴⁾	-
INSTITUTIONAL	Place of Worship	Fixed Seating	9.0 of worship area	18.0 of worship area
		Non-fixed Seating	13.0 of worship area	26.0 of worship area
	Public or Private School	Parking	1.0/classroom ⁽⁴⁾	-
		Pick-up & Drop-off/ Visitor spaces	3 spaces + 0.3 space/classroom	-
	Commercial or Technical School Post-Secondary School		2.5/classroom + 1.0 / 7 seats auditorium or theatre	-
	Day Nursery	Parking	0.75/ employee	-
		Pick-up & Drop-off/ Visitor spaces	3 spaces + 1.0 space /classroom	-
	<u>Residential Uses:</u> Detached Dwelling Semi-Detached Dwelling Street Townhouse Dwelling		1.0 / unit	-
RESIDENTIAL	Multiple Family Dwelling Apartment Dwelling	Bachelor/1 Bedroom	0.7 / unit	1.0
		2 Bedrooms	0.9 / unit	1.3
		3 Bedrooms	1.0 / unit	1.7
		Visitor ⁽⁴⁾	0.15 / unit	-
RESIDENTIAL/I	Independent Living Dwelling/Facility	Bachelor/1 Bedroom	0.45 / unit	-
		2 Bedrooms	0.6 / unit	-
		Visitor	0.15 / unit	-
	Supportive Living Dwelling/Facility	Parking	0.4 / unit	-
		Visitor	0.15 / unit	-

Vehicle Parking Standards (Vaughan Metropolitan Centre)				
(# of parking spaces/100m ² GFA or as specified)				
	Type of Use		Minimum	Maximum
	Long Term Care Facility/Nursing Home	Parking	0.2 / bed	-
		Visitor	0.15 bed	-

- (1) For Commercial Uses in a multi-unit building where the combined gross floor area devoted to Eating Establishments exceeds twenty percent (20%) of the total gross floor area of the building, parking shall be provided at the individual Eating Establishment ratio for the gross floor area in excess of twenty percent (20%).
- (2) Where an Outdoor Patio is permitted as accessory to a Restaurant or Take-Out Restaurant, no additional parking is required.
- (3) Parking requirements for other uses (e.g. Restaurant, Convention or Conference Centre) shall be determined based on a shared parking calculation.
- (4) Where compatible uses exist together within the same development (Mixed Use Developments) shared parking calculation may apply.

b) Where the application of standards results in part of a space being required, a full space shall be provided.

c) PARKING STANDARDS FOR MIXED USE DEVELOPMENT IN THE VAUGHAN METROPOLITAN CENTRE

Notwithstanding the requirements for paragraph 3.8.1 a) where the use is a mixed development, as defined in Section 2.2, the required parking may be provided in accordance with the following tables.

TABLE A

PERCENT OF PEAK PERIOD PARKING DEMAND (Weekday)				
Land Use	Time Period			
	Morning	Noon	Afternoon	Evening
General Office	100	90	95	10
Retail Store ¹	65	90	80	100
Restaurant ²	20	100	30	100
Residential (visitor)	80	55	80	100
Place of Assembly ³	70	70	70	100
Theatre	10	40	40	80
Institutional (school)	100	100	100	20

TABLE B

PERCENT OF PEAK PERIOD PARKING DEMAND (Saturday)				
Land Use	Time Period			
	Morning	Noon	Afternoon	Evening
General Office	10	10	10	10
Retail Store ¹	80	85	100	40
Restaurant ²	20	100	50	100
Residential (visitor)	100	100	100	100
Place of Assembly ³	70	70	70	100
Theatre	10	50	80	80
Institutional (school)	10	10	10	10

1. Includes Retail Warehouse, Personal Service Shop, Financial Institution and Health Centre

2. Includes Restaurant and Take-Out Restaurant

3. Place of Assembly shall include: Banquet Hall, Convention and Conference Centre, Club or Dance Hall

Calculation of Required Parking

STEP 1. Minimum required parking spaces for each use in the mixed use development shall be calculated in accordance with the individual standards set out in paragraph 3.8(o), as if each was a freestanding use.

STEP 2. Multiply the parking spaces required by paragraph 3.8(o) as calculated in Step 1 above for each use, by the percent of peak period parking demand for each of the four time periods on the Weekday (Table A) and Saturday (Table B) tables set out above.

STEP 3. Total the required parking for each of the time periods on the Weekday (Table A) and Saturday (Table B) tables.

STEP 4. The maximum parking requirement obtained from any one of the Weekday and Saturday time periods shall be the required parking for that specific mix of uses."

- d) If the number of parking spaces required by this By-law equals or exceeds ten (10), then barrier-free parking spaces shall be provided in accordance with the provisions set out below. These spaces shall be included in the total overall parking calculation

Number of Required Parking Spaces	Minimum Number of Barrier-free Parking Spaces
0 – 9 spaces	Nil
10 – 100 spaces	1 Space

One (1) additional space for each additional 100 spaces or part thereof.

Barrier-free parking spaces shall be appropriately identified and located as close as possible to the access point(s) and to the building and designed in such a way as to provide for wheelchair access to the building.

- e) Aisles within parking areas shall have the following minimum widths determined by the parking angles and all traffic shall be one-way, unless the aisle is at least six (6) metres wide:

<u>Parking Angle</u>	<u>Minimum Aisle Width</u>
90 degrees - 60 degrees inclusive	6 metres
59 degrees - 45 degrees inclusive	5 metres
44 degrees - or less	4 metres

Where parking spaces are positioned between 59 to 0 degrees inclusive, to the aisle, access to such aisle shall be from one direction only.

- f) A parking area shall be provided with a means of access or driveway at least 5.4 metres but not exceeding 7.5 metres in width measured perpendicular to the centre line of the driveway. A minimum driveway width of 6.0 metres is required for two-way traffic. Where the driveway is a joint ingress and egress driveway with an adjoining property, the maximum driveway width shall be 7.5 metres.
- g) The distance between an intersection of street lines and the nearest driveway shall be a minimum of 15.0 metres.
- h) The minimum angle of intersection between the centre line of a driveway and the street line shall be 60 degrees.
- i) No driveway on a corner lot shall be permitted to cross a sight triangle or any part thereof.
- j) The surface of all parking or loading spaces and any related driveways or aisles shall be paved with a dustless hard surface material.
- k) Drive-through facilities are not permitted.

e) Adding Section 3.8.2 **BICYCLE PARKING IN THE VAUGHAN METROPOLITAN CENTRE (VMC).**

- a) Where a building or structure within the Vaughan Metropolitan Centre is erected or used for any of the uses permitted in this By-law, bicycle parking spaces and areas shall be provided and maintained on the lot to which they serve as follows:

Bicycle Parking Standards (Vaughan Metropolitan Centre) (Minimum # of spaces/100m ² GFA or as specified)		
Type of Use	Long Term ⁽¹⁾	Short Term ⁽²⁾
Commercial Uses including Restaurants (only buildings >1,000 m ² in GFA require bicycle parking spaces)	0.1 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.15 or 6 visitor spaces whichever is greater
General Office (only buildings >1,000 m ² in GFA require bicycle parking spaces)	0.13 ³ (only buildings >2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater
Medical Office (only buildings >1,000 m ² in GFA require bicycle parking spaces)	0.1 ³ (only buildings >2,000 m ² in GFA require long term parking spaces)	0.1 or 6 visitor spaces whichever is greater
Multi-Unit Residential	0.5 spaces per unit for buildings with greater than 10 units	0.1 visitor spaces per unit or 6 visitor spaces whichever is greater
Institutional Uses (only buildings >1,000 m ² in GFA require bicycle parking spaces)	0.05 (only buildings >2,000 m ² in GFA require long term parking spaces)	0.4

- (1) Long-term secure parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms and bicycle cages.
 (2) Short-term parking provided in racks that are designed to lock the frame and a wheel to the rack using conventional locking mechanisms.
 (3) For every 30 long term bicycle parking spaces required 1 male and 1 female shower and change facility shall be provided.

- b) Long Term Bicycle Parking Spaces shall be accessed by a two-way aisle measuring a minimum of 1.75 metres in width.
- c) Short Term Bicycle Parking Spaces shall be located within 35 metres of a building entrance.

2. Adding the Schedule ____ to by-law 1-88 attached hereto as Schedule ____ illustrating the location of the Vaughan Metropolitan Centre to which portions of this by-law apply.

Authorized by Item No.* _____ of Report No. * _____
of the * _____ Committee
Adopted by Vaughan City Council on
* _____

SUMMARY TO BY-LAW - 2013

The lands subject to this By-law are located (*general description, street name), being Lots (*) on Registered Plan (*), in Lot *, Concession *, City of Vaughan.

The purpose of this by-law is (*state purpose – i.e. to rezone the lands to this By-law from (* to * Zone).

Note: Use Summary to summarize contents of By-law.

DRAFT

CITY OF VAUGHAN
 REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
 FINAL REPORT

Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses

Use Category	Description	Existing Standard	Proposed Standards (spaces / 100m ² GFA)							
			Base (Other Areas)		High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max ⁽⁴⁾	Min	Max
Retail	Retail/Shopping Centre	2.0-6.0	3.5	2	4		3	4.5 surface parking	3	4.5 surface parking
	Retail/Shopping Centre	2.0-6.0	4.5	2.5	4		3	4.5 surface parking	3	4.5 surface parking
	Supermarket		4.5	2.5	4		3	4.5 surface parking	3	4.5 surface parking
	Bank or Financial Institution (standalone)	6	4.5	2.5	4		3	4.5 surface parking	3	4.5 surface parking
Eating Establishment	Eating Establishment	16-20	10	6	10		8	-	8	-
	Take-Out Eating Establishment	10	6	3	6		4	-	4	-
	Outdoor Patio	Equal to eating establishment	0	0	-		0	-	0	-
	General Office Building	3.5	3	1.5	2.5		2	3 surface parking	2	3 surface parking
Office	Medical Office Building	5/ practitioner	4.5	2.5	4		3	4.5 surface parking	3	4.5 surface parking
	Industrial/Warehousing	1.5-2	1	-	-		-	-	-	-
Industrial	Mixed Industrial Building	1.5-2	1.5	-	-		-	-	-	-

(1) Eating establishment floor area above 20% of site GFA, should be assessed at the proposed eating establishment rate

(2) Retail, personal services, and eating establishment floor area above 15% of site GFA, should be assessed at the use-specific rate

(3) Office, retail, personal services, and eating establishment floor area above 15% of site GFA, should be assessed at the use-specific rate

(4) Maximum does not apply if parking is below grade

CITY OF VAUGHAN
 REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
 FINAL REPORT

Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses (cont.)

Use Category	Existing Standard	Proposed Standards (units as specified)						
		Base (Other Areas)	High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
		Min	Min	Max	Min	Max	Min	Max
Places of Assembly and Related Uses	Hotel/Motel	0.9/bedroom ⁽¹⁾	0.75/bedroom ⁽¹⁾	-	0.85/bedroom ⁽¹⁾	-	0.85/bedroom ⁽¹⁾	-
	Banquet Halls, Dance Halls, Clubs and Convention Centres	7/100m ² GFA	3/100m ² GFA	-	4.5/100m ² GFA	-	4.5/100m ² GFA	-
	Health or Fitness Club	7/100m ² GFA	5/100m ² GFA	-	6/100m ² GFA	-	6/100m ² GFA	-
	Theatre, Auditorium, Public Hall, Arena, All Seasons Sports Facility, and Other Places of Assembly and Entertainment	11/100m ² GFA	5/100m ² GFA	-	8/100m ² GFA	-	8/100m ² GFA	-
	Community Centre and Libraries	11 / 100 m ² GFA ⁽²⁾ and 0.33/ person in the maximum design capacity ⁽³⁾	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-
	Museum, Art Gallery, Y.M.C.A., Y.W.C.A.	3.5/ 100 m ² GFA ⁽³⁾ and 0.33/ person in the maximum design capacity ⁽¹⁾	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-
	Place of Amusement	0.2/ person in the maximum design capacity	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-
	Bowling Alley	4 per lane	-	-	-	-	-	-
	Funeral Home	4/100m ² with a 15 space minimum	-	-	-	-	-	-

(1) Parking requirements for other uses (e.g., restaurant, convention centre) should be determined based on a shared parking calculation

(2) Theatre, Auditorium, Public Hall, Arena and other Places of Entertainment

(3) Place of Assembly and All Season Sports Facility

(4) Library

(5) Community Centre

CITY OF VAUGHAN
 REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
 FINAL REPORT

Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses (cont.)

Proposed Standards (units as specified)										
Use Category	Description	Existing Standard	Base (Other Areas)		High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max	Min	Max
Place of Worship	Permanent Seating	11/ 100 m² GFA	23/ 100 m² GFA of worship area	18/ 100 m² GFA of worship area	9/ 100 m² GFA of worship area	26/ 100 m² GFA of worship area	15/ 100 m² GFA of worship area	23/ 100 m² GFA of worship area	18/ 100 m² GFA of worship area	29/ 100 m² GFA of worship area
	Variable Seating		34/ 100 m² GFA of worship area	13/ 100 m² GFA of worship area	22/ 100 m² GFA of worship area	34/ 100 m² GFA of worship area	22/ 100 m² GFA of worship area	26/ 100 m² GFA of worship area	43/ 100 m² GFA of worship area	
Hospital, Private and/or Public		0.75/bed in addition to 0.25/employee	No standard specified ⁽²⁾ . Require studies be conducted for new hospitals and hospital expansion.	-	-	-	-	-	-	-
Elementary and Secondary School	Parking	1.5 - 4 ⁽³⁾ /Teaching Classroom	1.5 / classroom	1 / classroom	-	-	1.25 space / classroom	-	1.25 space / classroom	-
	Pick-Up/Drop-Off Spaces	0	3 spaces + 0.02/student	3 spaces + 0.015/ student	-	-	3 spaces + 0.015/ student	-	3 spaces + 0.015/ student	-
Post-Secondary Schools		Greater of 4/classroom or 6/100 m² GFA	4/ classroom plus 1/ 6 seats in an auditorium or theatre	2.5/classroom plus 1/7 seats in an auditorium or theatre	-	-	3/classroom plus 1/7 seats in an auditorium or theatre	-	3/classroom plus 1/7 seats in an auditorium or theatre	-
Day Nursery	Parking	1.5/Employee	1/Employee	0.75 / employee	-	-	0.85 / employee	-	0.85 / employee	-
	Pick-Up/Drop-Off Spaces	0	3 spaces + 0.1/ student	3 spaces + 0.05/ student	-	-	3 spaces + 0.05/ student	-	3 spaces + 0.05/ student	-

CITY OF VAUGHAN
REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
FINAL REPORT

- (1) Required parking for auxiliary uses, such as residences, schools and day cares should be based on the specific requirements for these uses
 (2) Due to the variation in hospital parking requirements, it is recommended not specify a standard for hospital land uses, as is practiced in the City of Toronto
 (3) Secondary, Public, or Commercial School

Exhibit 8-2: Summary of Proposed Parking Standards – Residential Uses

Use Category	Description	Existing Standard	Proposed Standards (spaces per unit)							
			Base (Other Areas)		High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max	Min	Max
Detached; Semi-Detached; Street Townhouse		2-3	2 per unit, with tandem parking permitted	-	1 per unit	-	1 per unit	-	1 per unit	-
Multiple Family Dwelling	Bachelor/1 Bedroom	1.75 (1.5 + 0.25 visitor/unit)	0.9	1	0.7	1	0.8	1.2	0.85	1.2
	2 Bedrooms		1.1	1.3	0.9	1.3	1	1.4	0.95	1.4
	3 Bedrooms		1.2	1.5	1	1.5	1.1	1.7	1.15	1.7
	Visitor		0.2		0.15		0.2		0.2	
Residential - Senior Citizen's Dwelling - Independent	Bachelor/1 Bedroom	1 per unit	0.6		0.45	-	0.5	-	0.5	
	2 Bedrooms		0.8		0.6	-	0.7	-	0.7	
	3 + bedrooms		0.95		0.8	-	0.85	-	0.85	
Senior Citizens Dwelling - Supportive	Supportive: seniors-oriented multi-family housing with some services provided	1 per unit	0.5		0.4	-	0.45	-	0.45	
Senior Citizens Nursing Home	Nursing home: with full services provided	0.5 per bed	0.25/bed		0.2/bed	-	0.25/bed	-	0.25/bed	
Senior Citizens Visitor ⁽¹⁾	Applies to all SC dwelling types		0.2		0.15	-	0.2	-	0.2	
Home Occupation	Cottage Industry, Home Occupation, Private Tutor	1-2 in addition to res. requirements	1 in addition to residential requirements (can be tandem)							

(1) Applied per bed in the case of nursing homes.